

APPROVED

August 19, 2008

Michigan State Administrative Board

Lansing, Michigan

August 5, 2008

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, August 5, 2008, at 11:00 a.m.

Present: Kelly Keenan, Deputy Legal Counsel, representing Jennifer M. Granholm, Governor, Chairperson
Walt Herzig, Chief of Staff, representing John D. Cherry, Jr., Lt. Governor
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert J. Kleine, State Treasurer
Brian DeBano, Chief of Staff, representing Terri Lynn Land, Secretary of State
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director, Department of Transportation
Elaine Madigan, Executive Director of School Finance and School Law, representing Michael P. Flanagan, Superintendent of Public Instruction
Sherry Bond, Secretary

Others Present:

James Burris, Janet Rouse, Department of Management and Budget; Amy Meldrum, Department of Transportation; Nathan Ohle, Michigan Strategic Fund

1. CALL TO ORDER:

Mr. Keenan called the meeting to order and led the Pledge of Allegiance to the Flag.

2. READING OF MINUTES OF PRECEDING MEETING AND APPROVAL THEREOF:

Ms. MacDowell moved that the minutes of the regular meeting of July 15, 2008, be approved and adopted. The motion was supported by Mr. DeBano and unanimously approved.

3. HEARING OF CITIZENS ON MATTERS FALLING UNDER JURISDICTION OF THE BOARD:

NONE

4. COMMUNICATIONS:

Report from the Department of Treasury in accordance with a resolution adopted by the State Administrative Board on July 9, 1985, providing an investment holdings report for the Veterans Benefit Trust Fund as of June 30, 2008, and a summary of investment transactions and detailed monthly transaction reports for the quarter ending June 30, 2008.

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedules:

CITY OF CLAWSON, Fire Department Employees Pension Plan, 8/05/2008

CITY OF LANSING, All Departments, 8/05/2008

CITY OF LINCOLN, Park Employees' Retirement System, 8/05/2008

EATON COUNTY, Controller's Office, 5/08/2008

HURON COUNTY, Health Department, Bad Axe, MI, 8/05/2008

DEPARTMENT OF COMMUNITY HEALTH, Administrative Support and Contract Development Services, 8/05/2008

DEPARTMENT OF LABOR AND ECONOMIC GROWTH, Michigan State Housing Development Authority, Supportive Housing and Homeless Initiatives, 8/05/2008

DEPARTMENT OF NATURAL RESOURCES, Forest, Mineral and Fire Management, 8/05/2008

DEPARTMENT OF TREASURY, Property Services Division, 8/05/2008

Mr. Hank moved that the Retention and Disposal Schedules be approved and adopted. The motion was supported by Mr. Herzig and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:
(Please see the following pages)

APPROVED

August 5, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Building** Committee was held at **11:00 a.m.**
on **July 29, 2008**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Brandon Hofmeister, representing Approved _____
Lt. Governor Cherry

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Iris Lopez, Department of Attorney General; Joel Storchan,
Department of Information Technology: Sherry Bond, James
Burris, Cindy Collins, Teri Fitzpatrick, Elise Lancaster Janet
Rouse, Department of Management and Budget: Kris Squibb,
Department of Natural Resources: Rick Dolan, Department of
Transportation

The Building Committee regular agenda was presented.

Following discussion, Mr. Keenan moved that the regular agenda be
recommended to the State Administrative Board for approval. Supported
by Mr. Hofmeister, the motion was unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

July 29, 2008 / August 5, 2008
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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This agenda is for general informational purposes only. At its discretion, the Building Committee may revise this agenda and may take up other issues at the meeting.

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF TRANSPORTATION, JACKSON – Transportation Service Center – Expansion
File No. 591/07247.RAN - Index No. 33008
Low Responsive Bidder: R. W. Mercer Company, Jackson; \$319,098.00

Purpose/Business Case

The purpose of this contract is to provide construction services for the expansion to the Jackson Transportation Service Center.

Benefit

The State will benefit by having a single facility to meet current needs of the TSC staff. Where it now requires two buildings to house the staff, the expansion will allow consolidation of the staff into a single facility, thereby creating energy savings for the State.

Funding Source

100% Agency Operating Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract will result in continued disjointed operations and continued higher energy costs resulting from the operation of two separate buildings.

Zip Code

49201

2. DEPARTMENT OF ENVIRONMENTAL QUALITY, KENTWOOD – Autostyle Plastics Site - Excavation
File No. 761/08193.RRD - Index No. 44901
Low Responsive Bidder: Veolia Environmental Services, Norway; \$1,182,740.00

Purpose/Business Case

The purpose of this contract is to demolish and dispose of the building, excavate contaminated soil, and restore the site. The site is a former manufacturing plant for manufacturing plastic parts for the automotive industry. It was impacted by a chemical spill of solvents that tainted the site soils and groundwater. Some of the tainted groundwater was reaching the nearby Plaster Creek. The contract will remove contaminated soil to protect the public and the environment.

Benefit

The State will benefit by removing contamination from the site to protect the environment.

Funding Source

100% Clean Michigan Initiative (CMI)

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract will result in leaving the contaminated materials on site, risking harm to the public and the environment and violating the environmental regulations.

Zip Code

49508

3. DEPARTMENT OF NATURAL RESOURCES, HOWELL – Brighton State Recreation Area – Access to Recreation Phase 1 – Bishop Lake Loop Trail, Boat Launch and Equestrian Center
File No. 751/07212.JAN - Index No. 50900
Low Responsive Bidder: DeAngelis Landscape, Inc., Woodhaven; \$322,950.00

Purpose/Business Case

The purpose of this contract is to construct unique, universal recreational opportunities for the disabled citizens of the State of Michigan. This project will provide accessibility at the equestrian center, the canoe/kayak launch and along the interpretive trails.

Benefit

The State will benefit by providing the disabled citizens of the State of Michigan, along with everyone else, access to recreation.

Funding Source

100% Private Funds from the Kellogg Foundation

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract will result in continued inaccessibility to recreational opportunities for disabled citizens.

Zip Code

48843

4. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, LANSING – USPFO
Readiness Center – Phase II Renovations
File No. 511/06060.EEW - Index No. 11618
Low Responsive Bidder: LDR Construction, LLC, Troy; \$4,050,000.00

Purpose/Business Case

The purpose of this contract is to convert the existing State Record Center Building into a Logistical facility for the Michigan National Guard. Included in the project is the demolition of the old State Surplus Building, construction of a fenced-in Military Vehicle Parking Area and the complete renovation of the State Record Center Building.

Benefit

The State will benefit by having the majority of the Department of Military Affairs (DMVA) operations in the Lansing area located in one complex which can be easily secured and giving DMVA direct access via Dewitt Road to the State Freeway system for the large military vehicles.

Funding Source

100% Federal Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract will result in the loss of over \$4,000,000.00 in Federal funding and will prevent the DMVA from consolidating their facilities into one easily securable complex.

Zip Code

48906

5. DEPARTMENT OF ENVIRONMENTAL QUALITY, TRAVERSE CITY – Evan's
Paint and Wallpaper Site – Installation/Removal of Sheet Piling, Soil Excavation
and Related Tasks
File No. 761/08077.SAR - Index No. 44301
Sole Bidder: Elmer's Crane & Dozer, Inc., Traverse City; \$670,121.51

Purpose/Business Case

The purpose of this contract is to provide environmental remediation services to remove petroleum-contaminated soil adjacent to the Boardman River. The Evan's Paint and Wallpaper Site is the former location of a gas station which records indicate released approximately 1000 gallons of gasoline. Limited site remediation activities were implemented between 1995 and 2004. Subsequently the agency discovered that an area of the riverbank was saturated with degraded petroleum. Additional investigation was completed and a remediation strategy was developed. The contract will remove contaminated soils/sediment utilizing sheet piling and dewatering techniques.

Benefit

The State will benefit by protecting public health and the environment by removing the source of contamination.

Funding Source

100% Refined Petroleum Fund (RPF)

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract will result in the continued spread of contamination to the river, harm to the public and the environment, and violation of environmental regulations.

Zip Code

49684

AWARD OF CONTRACT FOR PROFESSIONAL SERVICES

6. DEPARTMENT OF ENVIRONMENTAL QUALITY, VARIOUS SITE LOCATIONS
– Level of Effort Contracts

Various File Numbers and Index Numbers

Recommended Responsive Proposals: Mannik & Smith Group; MACTEC; Earth Tech; Malcolm Pirnie; Gannett Fleming; DLZ Michigan; Weston Solutions; Wilcox Professional Services; STS Consultants; Environmental Consulting and Technology; Global Remediation Technologies; Superior Environmental Corp; CDM; and URS Corporation Great Lakes.

That approval be given for the award of fourteen (14) contracts for level of effort services to the lowest responsible bidders to provide professional services including environmental site assessments, investigations and feasibility studies at various sites of environmental contamination throughout Michigan for a period of four (4) years but may be extended one (1) additional year at the sole option and discretion of the State. The total cost for each contract will not exceed \$5,000,000.00. Payment of professional services is to be on a billing rate basis, plus reimbursables, for each firm over the life of the contract. The total award amount for these fourteen (14) contracts is not-to-exceed \$70,000,000.00.

Purpose/Business Case

A number of contaminated sites have been identified in Michigan. This includes sites appearing on the list of contaminated sites authorized by part 201 and Part 213 of the Natural Resources Environmental Protection Act (NREPA), 1994 PA 451, as amended. Major steps in resolving the contamination problems at these sites are remedial investigations and subsequent feasibility study services. The purpose of these contracts is to evaluate contaminated sites, conduct environmental investigations, and provide feasibility studies of the applicable remediation systems to remove the contamination from these sites. These services are needed to promote redevelopment and reuse properties with environmental contamination.

Benefit

Investigation, evaluation and design of cleanup activities at sites with environmental contamination is necessary to determine the most effective course of action in the site cleanup. The cleanup activities are necessary to protect the environment.

Funding Source

100% Environmental Bond Funds

Commitment

The selection is based on competitive proposals. The amounts of the various contracts are within the authorized budget.

Risk Assessment

These contracts are necessary to perform investigation and cleanup of contamination to reduce harm to the environment. If these contracts are denied, the DEQ's ability to conduct investigation and cleanup activities at the sites of environmental contamination may be jeopardized, hampering efforts to protect the environment and reuse Brownfield sites.

Zip Code

Various

REVISIONS TO CONSTRUCTION CONTRACTS

7. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Lewis Cass Building – Sewer and Drain Water Supply
File No. 071/06081.SJU - Index Nos. 44101 & 53204
Moore Trosper Construction Company, Holt; CCO No. 6, Incr. \$17,603.65

Purpose/Business Case

The purpose of this change order is to provide and install a new marble floor in the men's toilet room, repair existing PRV valves, repair additional leaking sanitary sewer lines in the garden level toilet room, clean out and inspect the existing garden level sanitary line and modify the pump sequence at the roof snow melt system.

Benefit

The first floor men's toilet room floor will match all other newly remodeled toilet room floor finishes. Operational cost savings will be realized by repairing the existing PRV valves. A safe and healthy environment will be maintained by repairing existing sanitary sewer lines. The condition of the existing sanitary sewer line leading out of the cafeteria area will finally be determined. The newly installed roof parapet snow melt system will function more effectively.

Funding Source

62% Agency Operating Funds; 28% State Building Authority Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order will result in the installation of non-matching floor finishes in one of the newly remodeled toilet rooms. The existing steam lines will continue to be a maintenance nuisance and expense. Without cleanout and repair, the existing garden level sanitary line may still cause a back-up to the existing sanitary waste system. The newly installed snow melt system at roof parapet areas will not operate effectively.

Zip Code

48909

8. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Central Operations - Joint Operations Center Construction
File No. 071/05300.RAN - Index No. 53145
Moore Trosper Construction Company, Holt; CCO No. 14, Incr. \$29,363.52

Purpose/Business Case

The purpose of this change order is to relocate the domestic hot water heater, replace an obsolete condensate cooling tank and install storm water drainage along the north wall of the the Joint Operations Center (JOC).

Benefit

The State will benefit by eliminating water hammer in the domestic hot water distribution system and reducing or eliminating water infiltration into the JOC building.

Funding Source

100% State Building Authority Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order will result in continued water hammer and eventual damage to the hot water pipes. Continued water infiltration will continue to cause safety hazards and building damage in the server and mechanical rooms.

Zip Code

48933

9. DEPARTMENT OF ENVIRONMENTAL QUALITY, REED CITY – Osceola Refinery – Abandoned Pipeline Removal
File No. 761/06015.RRD - Index No. 44301
ASI Environmental Technologies, Inc., Ludington; CCO No. 6, Incr. \$23,825.70

Purpose/Business Case

The purpose of this change order is to adjust the contract price for the disposal of contaminated materials from the site. During the construction activities the contractor encountered waste materials that are different from the materials identified by the initial waste profile characterization.

Benefit

The State will benefit by protecting the environment through removing the contaminated materials from the site to an appropriate landfill for disposal.

Funding Source

100% Clean Michigan Initiative (CMI)

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order will result in leaving the contaminated materials on site, violating environmental regulations.

Zip Code

49677

10. DEPARTMENT OF ENVIRONMENTAL QUALITY, CHEBOYGAN AND MONTMORENCY COUNTIES – Former Cook Corporation; Lowell Street; Joey's Service; Wyson's General Store – O&M, Free Product Recovery & Monitoring, Groundwater Sampling & Reporting
File No. 761/06210.RRD - Index No. 44301
TriMedia Consultants, Marquette; CCO No. 3, Incr. \$751,300.78

Purpose/Business Case

The purpose of this change order is to provide operation and maintenance services for the remediation systems at the former Cook Corporation, Lowell Street, Joey's Service, and Wyson's General Store Sites. The remediation systems are expected to continue to operate until the sites are remediated.

Benefit

The State will benefit by remediating contaminated sites and controlling the spread of the groundwater contamination from these sites.

Funding Source

100% Refined Petroleum Fund (RPF)

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order will result in shutting down the groundwater treatment systems and therefore risking the spread of contamination from these sites and violating environmental regulations.

Zip Code

Various

CONVEYANCE OF SURPLUS STATE REAL PROPERTY

11. THE DEPARTMENT OF MANAGEMENT AND BUDGET (DMB) recommends the acceptance and conveyance of certain state real property to the Lansing School District for consideration of one dollar (\$1.00).

Legislative Background

2008 Public Act 42 (the "Act") authorizes the State Administrative Board to accept and convey certain property located in the City of Lansing, County of Ingham, Michigan, more particularly described as follows:

That part of the Northwest 1/4 of the Northeast 1/4 and that part of the Northeast 1/4 of the Northwest 1/4 of Section 15, Town 4 North, Range 2 West, city of Lansing, Ingham County Michigan, bounded on the North by Orchard Street and on the West by Pennsylvania Avenue; being more particularly described as follows:

Commencing at the North 1/4 Corner of Section 15, Town 4 North, Range 2 West, City of Lansing, Ingham County Michigan; thence S 01 degree 21 minutes 25 seconds W, 40.00 feet along a line to an angle point in the Southerly right-of-way of Saginaw Street (M-43); thence N 88 degrees 33 minutes 00 seconds W, 331.99 feet along said Southerly right-of-way line of Saginaw Street to a point; thence N 88 degrees 29 minutes 30 seconds W, 3.86 feet continuing along said Southerly right-of-way line of Saginaw Street to a point on the Easterly line of the plat of Jones and Porter's addition, as recorded in Liber 2 of Plats, page 20 in the Ingham County Records, said point being 7.00 feet Southerly of the Northeast Corner of the Plats of Jones and Porter's addition; thence S 01 degree 52 minutes 30 seconds W, 395.00 feet along the Easterly line of said plat of Jones and Porter's addition, and the plat of Fairview Subdivision, as recorded in Liber 3 of Plats page 46 of the Ingham County Records, to the point of beginning of the following described parcel, said point being the Southeast Corner of said Fairview Subdivision; thence S 01 degree 52 minutes 30 seconds W, 432.89 feet along the extension of the Easterly line of said Fairview Subdivision and Jones and Porter's addition to a point; thence N 88 degrees 08 minutes 00 seconds W, 130.41 feet to a point; thence S 01 degree 52 minutes 00 seconds W, 60.00 feet along a line parallel with the Easterly right-of-way line of Pennsylvania Avenue; thence N 88 degrees 05 minutes 06 seconds W, 810.00 feet to a point on the Easterly right-of-way line of said Pennsylvania Avenue, said point being N 01 degree 52 minutes 00 seconds E, 1288.00 feet along the right-of-way line of Pennsylvania Avenue from the Northeasterly intersection of Pennsylvania Avenue and Jerome Street; thence N 01 degree 52 minutes 00 seconds E, 485.60 feet along the Easterly right-of-way line of said Pennsylvania Avenue to the Southwest Corner of said Fairview Subdivision; thence S 88 degrees 32 minutes 10 seconds E, 940.50 feet along the Southerly right-of-way line of Orchard Street to the Southeast Corner of said Fairview Subdivision, and the point of beginning, containing 10.384 acres, more or less.

Pursuant to 1998 Public Act 363 and 2000 Public Act 241, the State Administrative Board conveyed land that included the former Boys Training School site to the City of Lansing. Per the authorizing statutes, the public conveyance to the City of Lansing for \$1.00 required that the property be used exclusively for public purposes, and provided a right of re-entry upon termination of said use.

The City of Lansing conveyed 10.384 acres of the acquired property to the Lansing School District to establish an expanded athletic complex located between Lansing's Eastern High School and Lansing Catholic Central. The total estimated cost of the complex is estimated at \$4.5 million, to be funded by private donations and both school districts. Before the project could proceed, clarification was requested regarding the state's reversionary interest in the property.

The Act authorizes the State Administrative Board to accept from and convey to the Lansing School District, for \$1.00, the 10.384 acres. The separate

acceptance and conveyance actions provide a clear chain of title. The new quitclaim deed to the Lansing School District clarifies the reversionary interest by providing that, "The property shall be used exclusively for school purposes, which includes, but is not limited to, facilities or areas for sporting and recreational use and partnerships or cooperative arrangements with private or parochial schools for the purpose of carrying out school purposes."

Upon termination of a school purpose, the State may reenter and repossess the property. The legal description is approximate and subject to adjustment as may be necessary. The state reserves all aboriginal antiquities.

The Attorney General has approved the quitclaim deeds as to legal form.

Purpose/Business Case

The recommended conveyance satisfies the criteria of 2008 Public Act 42 and is a cooperative project with a local unit of government.

Benefit

The conveyance benefits the general public as an action necessary to develop an athletic complex for the Lansing School District.

Funding Source/Commitment Level

N/A

Risk Assessment

Non-approval of this conveyance prohibits the project from moving forward.

Zip Code

48933

CONTRACT CHANGE ORDERS

12. DEPARTMENT OF HUMAN SERVICES, DETROIT - CCO #2 for Lease #4333 approved by the State Administrative Board on April 15, 1980, Item #2 between Grand River Ventures, LLC, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Human Services, as Lessee. This CCO provides for tenant improvements, as requested by the Department of Human Services at a cost not-to-exceed \$83,675.00. The space is located at 5131 Grand River, Detroit, Michigan 48208

Purpose/Business Case

The purpose of this CCO is to provide the Department with building improvements and upgrades. Wayne County has recently closed and consolidated several offices with this location absorbing increased staff and clientele.

Benefit

This CCO allows the Department of Human Services to better utilize the current space with tenant improvements that will provide the department with upgraded building facilities to better service the increased staffing and clientele levels.

Source of Funds

55% General Fund; 45% Federal Funds

Commitment Level

Present through December 31, 2012; however, this Lease contains a Standard cancellation clause with a 90-day notice.

Risk Assessment

Non-approval of this CCO will hinder the Department from providing necessary building upgrades to their existing space and result in a more rapid deterioration of customer services due to the increased staff and case load situation.

Zip Code

48208

13. DEPARTMENT OF MANAGEMENT AND BUDGET, DETROIT - CCO #25 for Lease #10785 approved by the State Administrative Board on December 21, 1999, Item #12 between New Center Development, Inc., as Lessor, and the State of Michigan by the Department of Management and Budget as Lessee. This CCO provides for installation of a dedicated electrical circuit, as requested by the Department of Management and Budget at a cost not-to-exceed \$2,300.00. The space is located at 3044 W. Grand Blvd., Detroit, MI 48202

Purpose/Business Case

The purpose of this CCO is to provide for the cost of labor and materials to install a dedicated electrical circuit to accommodate equipment in the Wayne County Change Reporting Center at the Cadillac Place in Detroit.

Benefit

This CCO allows the Department to better utilize space and equipment to improve operational needs.

Source of Funds

100% Restricted General Fund, billed back from Department of Human Services General Fund.

Commitment Level

Present through January 4, 2031. This Lease contains a Legislative cancellation clause with 60-days notice.

Risk Assessment

Non-approval of this CCO will hinder the Department from utilizing space and equipment necessary to provide adequate customer service.

Zip Code

48202

NEW LEASES FOR PRIVATE PROPERTY

14. DEPARTMENT OF STATE, REED CITY - New Lease #11317 effective July 1, 2008, through June 30, 2018, with Kailing Land Company, LLC, a Limited Liability Company, 153 220th Avenue, Reed City, Michigan 49677, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State, as Lessee, for 1,082 square feet of office space located at 21719 Howard Street, Reed City, Michigan 49677. The annual per square foot rental rate for this space is \$13.82 (\$1,246.10 per month). This rate does not include public utilities for heating, cooling, illumination, power and water and sewer, janitorial service and supplies, replacement of fluorescent tubes and

bulbs, trash removal from office wastebaskets, telecommunication equipment and intrusion alarm monitoring system. This Lease contains one ten-year renewal option with an annual per square foot rental rate of \$17.97 (\$1,620.30 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The Purpose of this new Lease is to provide the Agency with more space and in a better managed location.

Benefit

This space will allow the Agency to provide better customer service in a location that is not problematic for health and safety reasons for both customers and employees.

Funding Source

26% General Fund; 74% Restricted Funds

Commitment Level

Ten years with one ten-year renewal option; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing to provide uninterrupted services.

Zip Code

49677

15. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, DETROIT, MICHIGAN - New Lease #11163 effective June 1, 2009, through May 31, 2019, with Grand Tributary, LLC, a Michigan Limited Liability Company, 32500 Telegraph Road, Suite 209, Bingham Farms, Michigan 48025, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Labor and Economic Growth, as Lessee, for 8,110 square feet of office space located at 17411 Grand River Avenue, Detroit, Michigan 48227. The annual per square foot rental rate for this space reflects an abatement of 10 months free base rent with DLEG paying for operating costs only and is \$2.77 (\$1,872.06 per month). Effective April 1, 2010, through May 31, 2010, the annual per square foot rental rate for this space increases to \$18.49 (\$12,496.16 per month). Effective June 1, 2010, through May 31, 2011, the annual per square foot rental rate for this space increases 0.4% to \$18.56 (\$12,543.47 per month). Effective June 1, 2011, through May 31, 2012, the annual per square foot rental rate for this space increases 3.0% to \$19.10 (\$12,908.42 per month). Effective June 1, 2012, through May 31, 2019, the annual per square foot rental rate for this space increases 3.0% to \$19.51 (\$13,185.51 per month). This rate does not include public utilities, janitorial or telecommunications. This Lease contains two five-year renewal options with an annual per square foot rental rate of \$22.09 (\$14,929.16 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form conditioned upon the Lessor obtaining a warranty deed for the leased premises. The Lessor is financing the purchase of the leased premises and its lender has required that the lease be executed before closing.

Purpose/Business Case

The purpose of this new lease is to provide the Department with an appropriate sized office to provide better service to the customers of Wayne County. The rental rate is within the current market rate for comparable space in this sub-market.

Benefit

Approval of this lease will allow the Department to properly provide safer program services for county clientele in adequate office space. The current space has numerous safety issues that present an adverse environment to both employees and clientele. This new lease will alleviate those safety issues.

Funding Source

100% Federal Funds

Commitment Level

Ten years with two five-year renewal options; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from providing Wayne County citizens with MRS (Michigan Rehabilitative Services) in a safe environment.

Zip Code

48227

16. DEPARTMENT OF STATE, BATTLE CREEK - New Lease #11336 effective October 1, 2008, through September 30, 2018, with BC Capital Centre, LLC, a Limited Liability Company, 750 Trade Centre Way, Suite 100, Kalamazoo, MI 49002, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State, as Lessee, for 4,460 square feet of office space located at 2545 Capital Avenue SW, Battle Creek, Michigan 49015. The annual per square foot rental rate for this space is \$18.18 (\$6,757.50 per month). This rate does not include utilities. This Lease contains one 5-year renewal option with an annual per square foot rental rate of \$21.18 (\$7,871.25 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The purpose of this Lease is to provide the Department of State with a new location to consolidate Lease #10820 currently located at 15877 West Michigan Avenue, Marshall and Lease #10186 currently located at 1791 West Columbia, Battle Creek which are undersized.

Benefit

The benefit is a larger branch to provide the customers and staff with an improved location in which to conduct transactions. The rental rate is within the current market rate comparable space.

Funding Source

27% General Fund; 73% Restricted Funds

Commitment Level

Ten years with one 5-year renewal option; however, this Lease contains a cancellation clause with notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from providing quality customer service due to the current locations not meeting their operational needs.

Zip Code

49015

17. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, MUSKEGON - New Lease #11283-2006 effective July 1, 2008, through December 31, 2018, with Hinman Lake, LLC, a Limited Liability Company, 750 Trade Centre Way, Suite 100, Kalamazoo, Michigan 49002, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Labor and Economic Growth, as Lessee, for 6,555 square feet of office space located at 316 Morris Street, Muskegon, Michigan 49440. The annual per square foot rental rate for this space is \$19.77 (\$10,799.36 per month). This is a full service Lease. This Lease contains One Five-year renewal option with an annual per square foot rental rate of \$23.75 (\$12,973.44 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The purpose of this new Lease is to relocate and expand the office to accommodate additional offices for the Michigan Rehabilitation Services, adding a resource room, a conference room and storage in addition to making the office easier for clients to access, located in downtown Muskegon.

Benefit

The benefit is a larger office that would provide the customers and employees with an improved location to conduct transactions. The rental rate is within the current market rate comparable space in Muskegon. Muskegon is a "Cool City Designee".

Funding Source

100% Federal Funds

Commitment Level

Ten years with one five-year renewal option; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the agency from providing quality customer service due to the current space not meeting their operational needs.

Zip Code

49440

RENEWAL LEASE FOR PRIVATE PROPERTY

18. DEPARTMENT OF STATE, IRON RIVER - Renewal of Lease #10569 effective August 10, 2008, through August 31, 2013, with Maule Properties, LLC, a Limited Liability Company, 1313 Evergreen Drive, Iron Mountain, Michigan 49801, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State, as Lessee, for 1,323 square feet of office space located at 992 Lalley Road, Iron River, Michigan 49935. The annual per square foot rental rate for this space is \$11.77 (\$1,297.83 per month). This rate

does not include utility charges, exterior grounds maintenance, janitorial, snow and ice removal, and trash removal. This Lease contains two five-year renewal options with an annual per square foot rental rate of \$11.77 (\$1,297.83 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This is a renewal of an existing lease. This space continues to meet the operational needs of the Department.

Benefit

Renewal of this Lease allows the Department to remain at the current location and avoid relocation costs. The rental rate is within current market rate for comparable space.

Funding Source

26% General Fund; 74% Restricted Funds

Commitment Level

Five years with two five-year renewal options; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing uninterrupted service and could possibly bring about increased costs if forced to relocate.

Zip Code

49935

ADDENDUM TO LEASE FOR PRIVATE PROPERTY

19. DEPARTMENT OF STATE, HIGHLAND - Addendum #1 to Lease #11334 approved by the State Administrative Board on May 6, 2008, Item #12, between Nancy A. Hollis, a Married Woman, 13676 Holtforth, Fenton, Michigan 48430, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State, as Lessee, for 5,151 square feet of office space located at 672 North Milford Road, Highland, Michigan 48356. This Addendum provides for adding 208 square feet of office space for a revised total of 5,359 usable square feet. The annual per square foot rental rate is 16.50 (\$7,368.63 per month). Effective October 1, 2013, through September 30, 2018, the annual per square foot rental rate for this space is \$18.50 (\$8,261.79 per month). This Lease contains a five-year renewal option with an annual per square foot rental rate of 20.50 (\$9,154.96 per month). This Addendum also provides for get-ready cost in an amount not-to-exceed \$10,730.00 for building out the additional space. This Addendum becomes effective upon the last State approval and continues to the termination date of the lease, or any extension. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this lease as to legal form.

Purpose/Business Case

The purpose of this addendum will add a vestibule to the new space for automatic teller machines which will provide better service and convenience to the customers of Oakland County. The rental rate is within the current market rate for comparable space in this sub-market.

Benefit

Approval of this addendum will allow the Department to add a vestibule to the current office space by offering additional services.

Funding Source

73% Restricted Funds; 27% General Fund

Commitment Level

Ten years with one five-year renewal option; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from providing services and convenience to the citizens using this plus office.

Zip Code

48356

20. DEPARTMENT OF HUMAN SERVICES, CENTREVILLE - Addendum #1 to Lease #10538 approved by the State Administrative Board on March 3, 1998, Item #4, between K6 Development, LLP, and subsequently assigned to Centreville Properties, LLC, a Limited Liability Company, 2230 Leona Drive, Stevensville, MI 49127, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Human Services, as Lessee, for 16,373 square feet of space located at 692 East Main Street, Centreville, MI 49032. This Addendum provides for exercising the first renewal option at a reduced rental rate; updates to the Barrier Free, Recyclable Materials, and Civil Rights language; adds Notice of Ownership Transfer and EFT language. The annual per square foot rental rate is \$11.61 (\$15,841.00 per month). The annual per square foot rental rate for the second 5-year renewal option is \$12.90 (\$17,601.00 per month). This Addendum becomes effective upon the last State approval and continues to the termination date of the lease, or any extension. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this lease as to legal form.

Purpose/Business Case

A 10% rental rate reduction for the five year renewal term was negotiated with the Lessor. This space continues to meet the Department's operational needs.

Benefit

The benefit of this Addendum will be the savings realized by the State during the term of the renewal period. The addendum also contains language updates and additions.

Source of Funds

55% General Fund; 45% Federal Funds

Commitment Level

Five years with one 5-year renewal option remaining; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Addendum will hinder the Department from being able to continue providing uninterrupted services to its clients while achieving a 10% rental rate savings.

Zip Code

49032

- - - - -

Ms. MacDowell presented the Building Committee Report for the regular meeting of July 29, 2008. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held July 29, 2008, be approved and adopted. The motion was supported by Mr. Herzig and unanimously approved.

APPROVED

August 5, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Finance and Claims** Committee was held at
11:00 a.m. on **July 29, 2008**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Tom Schimpf, Department of Attorney General; Joel Storchan,
Department of Information Technology; Sherry Bond, James
Burris, Elise Lancaster Janet Rouse, Department of Management
and Budget; Kris Squibb, Department of Natural Resources; Rick
Dolan, Department of Transportation

The Finance and Claims Committee regular, supplemental, and second
supplemental agendas were presented.

Following discussion, Ms. Lopez moved that the supplemental and second
supplemental agendas be recommended to the State Administrative Board
for approval and the regular agenda be recommended to the State
Administrative Board for approval with Items 15(2), 15(3), 15(4), 15(5),
and 15(6) of the regular agenda contingent upon receipt of additional
information before the State Administrative Board on August 5, 2008,
plus the dollar amounts being corrected on Item 28(3) of the regular
agenda to match the bid tab amounts. The motion was supported by Mr.
Keenan and unanimously adopted.

Ms. MacDowell adjourned the meeting.

***At the State Administrative Board on August 5, 2008, Item 26(1) and Item
29(5) of the regular agenda were withdrawn by the Department of
Management and Budget.***

A G E N D A

8/5/08 9:20 version

FINANCE AND CLAIMS COMMITTEE

July 29, 2008, 11:00 a.m.

Lake Superior Room

1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

August 5, 2008, 11:00 a.m.

Lake Superior Room

1st Floor, Michigan Library
and Historical Center

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This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I. AGENCY CONTRACTS AND GRANTS

Requests approval of the following:

NEW CONTRACTS

1. DEPARTMENT OF ATTORNEY GENERAL

- 1) The Lanier Law Firm
Houston, TX

Contingent Fee Based Legal
Contract - term is approximate
FY08-11 No State Funds
anticipated to be expended
To represent & provide legal
counsel in any and all aspects
of litigation for restitution,
penalties and any other relief
authorized by law against Merck
& Co for fraudulent practices
associated with the approval,
sale and marketing of the drug
Vioxx (the drug was removed
from the market after studies
showed an increased risk of
death or serious injury), which
conduct has caused financial
harm to the State's Medicaid
program. The litigation will be
filed here in Michigan on
behalf of the Michigan
Department of Attorney General,
Health Care Fraud Division.

1. DEPARTMENT OF ATTORNEY GENERAL continued

2) Lisa Ward Okemos, MI	\$ 35,000.00 Total FY08-09 100% Restricted Funds (interaccounted to MDOC) Legal services contract in the matter of <i>Bazetta</i> versus <i>McGinnis, Neal</i> versus <i>MDOC</i> , <i>Anderson</i> versus <i>MDOC</i> , <i>LaCross</i> versus <i>Zang</i> , and <i>Mason</i> versus <i>Granholm</i> , on behalf of the Michigan Department of Attorney General, Corrections Division.
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2. DEPARTMENT OF COMMUNITY HEALTH

1) Merck and Company, Inc. Merck Order Management Center West Point, PA	\$ 249,930.00 Total FY08 100% State GF One-time purchase of vaccines that will protect Michigan citizens against Hepatitis B and the virus associated with Cervical Cancer
2) Aventis Pasteur, Inc. Swiftwater, PA	\$ 107,625.00 Total FY08 100% State GF One-time purchase of vaccines that will protect Michigan citizens against diphtheria, tetanus, and pertussis
3) GlaxoSmithKline Philadelphia, PA	\$ 47,500.00 Total FY08 100% State GF One-time purchase of vaccines that will protect Michigan citizens against Hepatitis B

3. DEPARTMENT OF CORRECTIONS

1) Raytex Fabrics, Inc. Woodbury, NY	\$ 496,000.00 Total FY08-11 100% Revolving Fund Three-year contract to provide Supplex® Fabric for Michigan State Industries
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4. DEPARTMENT OF ENVIRONMENTAL QUALITY

1)	Council of Great Lakes Governors Chicago, IL	NOT TO EXCEED \$ 30,000.00 Total FY08 100% General Funds Membership dues for the year beginning July 1, 2008 paid by the Office of Great Lakes
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5. DEPARTMENT OF HUMAN SERVICES

1)	Michigan Public Health Institute Okemos, MI	NOT TO EXCEED \$ 1,497,867.00 Total FY09-11 100% Federal Three-year contract to coordinate Child Death Review Teams
2)	Dr. John Lark Adrian, MI	\$ 72,000.00 Total FY09-11 100% State GF Three-year contract for dental services at Adrian Training School females
3)	Barry County - MSU Extension Hastings, MI	NOT TO EXCEED \$ 96,924.00 Total FY09-11 100% Federal Three-year contract for Healthy Start services
4)	Oscoda County MSU Extension/ Oscoda County Board of Commissioners Mio, MI	\$ 28,350.00 Total FY09-11 100% Federal Three-year contract for Strong Families/Safe Children coordination services
5)	Family Services & Children's Aid Jackson, MI	\$ 148,000.00 Total FY08-10 100% Federal Two-year, two-month contract for kinship care services

6. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

1)	Dickinson, Wright PLLC Lansing, MI	\$ 112,500.00 Total FY08-09 100% Restricted Funds Consultant services to assist the Office of Financial and Insurance Regulation (OFIR) with developing, implementing and maintaining its management and analysis responsibilities related to the licensing and regulation of captive insurance companies, special purpose financial captives and protected cell insurance companies
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7. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

1)	EHI Co. Norfolk, VA	\$ 82,357.59 (One Time) FY08 32% Federal Revenue 34% Income and Assessment 34% State GF/GP Purchase of Wall-Mountable Flat screen Televisions, Wall- Mount Brackets, and Headphones for Veteran's rooms at D J Jacobetti Home for Veterans
2)	Graham-Field Atlanta, GA	\$ 103,222.01 (One-Time) FY08 100% Federal Funds VA Per Diem Grant-Purchase of replacement Long-term Care Facility Room furniture at D. J. Jacobetti Home for Veterans

8. DEPARTMENT OF NATURAL RESOURCES

1)	Michigan State University East Lansing, MI	NOT TO EXCEED \$ 150,541.00 Total FY08-10 100% State Restricted Assessment of Motorized Trails System and the Economic Impact
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CONTRACT CHANGES

9. DEPARTMENT OF ATTORNEY GENERAL

- | | | |
|----|--------------------------------------|--|
| 1) | Genevieve Tusa
Grosse Point, MI | \$ 10,000.00 Amendment
\$ 24,000.00* New Total
FY08 66% Federal Funds
34% General Funds
Additional funds for remainder
of this fiscal year for Legal
services contract in the matter
of legal consultation and
representation to the State of
Michigan, Department of
Attorney General, Child Support
Division, in criminal
proceedings initiated to peruse
the collection of unpaid child
support and the prosecution of
non-payers. *An earlier, now-
expired contract with this
vendor, with the same scope of
work, expended \$8,700.48,
therefore fiscal year potential
exceeds \$25,000.00. |
| 2) | Brent VanderKolk
Grand Rapids, MI | \$ 10,000.00 Amendment
\$ 34,000.00 New Total
FY08 66% Federal Funds
34% General Funds
Additional funds for the Legal
Services contract for remainder
of this fiscal year. Legal
services contract in the matter
of legal consultation and
representation to the State of
Michigan, Department of
Attorney General, Child Support
Division, in criminal
proceedings initiated to peruse
the collection of unpaid child
support and the prosecution of
non-payers. |

9. DEPARTMENT OF ATTORNEY GENERAL continued

3)	Douglas Walton	\$	10,000.00	Amendment
	Grand Rapids, MI	\$	34,000.00	New Total
		FY08	66% Federal Funds	
			34% General Funds	
			Additional funds for the Legal Services contract for remainder of this fiscal year. Legal services contract in the matter of legal consultation and representation to the State of Michigan, Department of Attorney General, Child Support Division, in criminal proceedings initiated to peruse the collection of unpaid child support and the prosecution of non-payers.	

10. DEPARTMENT OF TREASURY/BUREAU OF LOTTERY

1)	GTECH Corporation	\$	1,200,000.00	Amendment
	Providence, RI	\$	286,800,000.00	New Total
		FY08-09	100% Restricted Funds	
			Additional funds for a one-year Pilot Program to assist in recruiting Club Game Sellers and Instant Ticket Merchandising	

NEW GRANTS

11. DEPARTMENT OF AGRICULTURE

1)	Michigan State University	\$	45,691.00	Total
	East Lansing, MI	FY08	100% Federal Funds	
			Grant for in-state services to develop and disseminate appropriate avian influenza health-risk messages	

12. DEPARTMENT OF COMMUNITY HEALTH

- 1) Cherry Street Health Services \$ 50,000.00 Total
Grand Rapids, MI **FY08** 100% Federal Funds
Three-month grant agreement to
provide funding for Medicaid
Program emergency room
diversion demonstration project

13. DEPARTMENT OF HUMAN SERVICES

- 1) Wayne County Third Judicial \$ 750,000.00 Total
Circuit Court of Michigan **FY08-11** 100% Federal Funds
Detroit, MI Three-year grant to collect
Disproportionate Minority
Contact(DMC) Data and create
interventions to reduce the
incidence of youth DMC within
its jurisdiction
- 2) City Year, Inc. \$ 580,745.00 Total
Detroit, MI **FY08-09** 100% GF
One-year grant to improve
academic performance in Detroit
schools

14. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- 1) Statewide Community Colleges \$ 15,365,058 Total
and Universities **FY08-09** 100% Federal Funds
(Listing on file) The Grantees will receive
annual Federal grant
allocations for the Carl D.
Perkins and Technical Education
Act of 2006 under Title I and
II for Post-secondary education

GRANT CHANGES

15. DEPARTMENT OF COMMUNITY HEALTH

- 1) Compuware
Detroit, MI
\$ 240,000.00 Amendment
\$ 4,257,180.00 New Total
FY08-09 50% Federal
50% State GF
Additional funds for a 32-month grant for electronic claims attachments for the Medicaid service providers in Southeast Michigan and Statewide rollout
- 2) MORC Home Care
Clinton Township, MI
\$ 46,902.00 Amendment
\$ 4,481,897.00 New Total
FY08 58.10% Federal Funds
41.90% State GF
Additional funding for MI Choice Home- and Community-based Services for the elderly and disabled waiver program services as an option to institutionalization in nursing facilities
- 3) Senior Resources
Muskegon Heights, MI
\$ 30,618.00 Amendment
\$ 6,110,632.00 New Total
FY08 58.10% Federal Funds
41.90% State GF
Additional funding for MI Choice Home- and Community-based Services for the elderly and disabled waiver program services as an option to institutionalization in nursing facilities

15. DEPARTMENT OF COMMUNITY HEALTH continued

- 4) Senior Services, Inc. \$ 47,476.00 Amendment
Kalamazoo, MI \$ 3,186,822.00 New Total
FY08 58.10% Federal
41.90% State GF
Additional funding for MI
Choice Home- and Community-
based Services for the elderly
and disabled waiver program
services as an option to
institutionalization in nursing
facilities
- 5) The Information Center Inc. \$ 52,936.00 Amendment
Taylor, MI \$ 2,997,875.00 New Total
FY08 58.10% Federal
41.90% State GF
Additional funding for MI
Choice Home- and Community-
based Services for the elderly
and disabled waiver program
services as an option to
institutionalization in nursing
facilities
- 6) The Senior Alliance, Inc. \$ 91,835.00 Amendment
Wayne, MI \$ 3,033,659.00 New Total
FY08 58.10% Federal
41.90% State GF
Additional funding for MI
Choice Home- and Community-
based Services for the elderly
and disabled waiver program
services as an option to
institutionalization in nursing
facilities

16. DEPARTMENT OF ENVIRONMENTAL QUALITY

- 1) Michigan State University \$ 80,000.00 Amendment
East Lansing, MI \$ 210,453.84 New Total
FY08 100% Federal Funds
Additional funds for the two-year grant to support additional regional Non-point Source Information and Social Indicators analysis so the regional social indicators project will help demonstrate effectiveness to the U.S. Congress
- 2) Various \$ 0.00 Amendment
(Listing on file) \$ 39,000,000.00 New Total
FY06 100% Restricted Funds
To add a missing grantee to the Temporary Reimbursement Program for leaking underground storage tanks

17. DEPARTMENT OF HUMAN SERVICES

- 1) Bethany Christian Services \$ 400,000.00 Amendment
Grand Rapids, MI \$ 2,800,000.00 New Total
FY08 100% Federal
Additional funds for foster care services to unaccompanied refugee minors

18. DEPARTMENT OF LABOR & ECONOMIC GROWTH

- 1) Statewide Workforce \$ 60,000.00 Amendment
Development Boards \$166,986,284.00 New Total
(Listing on file) **FY08** 100% Federal Funds
Grantees will be provided additional Federal Temporary Assistance for Needy Families (TANF) funding that will enable them to continue providing employment-related supportive services to Jobs, Education and Training (JET) Program participants

19. DEPARTMENT OF STATE POLICE

- | | |
|---|--|
| 1) MTA Education, Inc./dba
Lansing, MI | \$ 110,000.00 Amendment
\$ 1,730,182.00 New Total
FY08 100% Restricted Funds
Additional grant funds so the
Michigan Center for Truck
Safety can repair the Center's
truck skid pad so it can
continue to be used for
educational purposes |
|---|--|

SECTION II. DMB CONTRACTS

Requests approval of the following:

NEW CONTRACTS

20. DEPARTMENT OF AGRICULTURE

- | | |
|--|---|
| 1) Applied Biosystems
Foster City, CA | NOT TO EXCEED
\$ 57,547.00 (one-time)
FY08 100% Federal Funds
071I8200203 FAST Real Time PCR
Laptop and Maintenance |
| 2) Skerbeck Brothers Shows, Inc.
Escanaba, MI | \$ 514,200.00 (3 years)
FY08-11
100% Revenue Generating
071I8200154 Revenue contract
to Provide Amusement and
Carnival Services for the Upper
Peninsula State Fair |

21. DEPARTMENT OF COMMUNITY HEALTH

- | | |
|--|--|
| 1) Applied Biosystems
Foster City, CA | NOT TO EXCEED
\$ 57,457.99 (one-time)
FY08 100% Federal Funds
071B8200196 7500 FAST Real-
time PCR System for pandemic
influenza testing |
|--|--|

21. DEPARTMENT OF COMMUNITY HEALTH continued

2)	Artel Westbrook, MI	\$ 45,000.00 (one-time) FY08 52.2% Federal Funds 47.8% General Funds 391R8200908 Multi-channel Verification System for the Bureau of Laboratories
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22. DEPARTMENT OF CORRECTIONS

1)	Kroll Laboratory Specialists Gretna, LA	\$ 900,000.00 (3 years) FY08-11 100% General Funds 071I8200152 Off-site Reference Laboratory Urine Drug Testing, Screening, and Confirmation Services for Prisoners, Parolees, and Probationers
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2)	Midstate Security Company, LLC Grandville, MI	\$ 118,822.00 (one-time) FY08 100% General Funds 071I8200183 Security Cameras for Hiawatha Correctional Facility
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23. DEPARTMENT OF EDUCATION

1)	ACT, Inc. Iowa City, IA	NOT TO EXCEED \$ 41,069,569.00 (2 y 9 m 26 d) FY08-11 100% Restricted Funds 071I8200133 Administration of the College Entrance and Work Skills Tests for the Michigan Merit Examination
----	----------------------------	--

23. DEPARTMENT OF EDUCATION continued

- | | | |
|----|--|--|
| 2) | Measurement Inc.
Durham, NC | \$ 7,657,717.00 (2 y 9 m 26 d)
FY08-11 100% Restricted Funds
071I8200133 Administration of
the Michigan-Developed
Assessments for the Michigan
Merit Examination except
accommodation portion |
| | Cheeney Media Concepts, Inc.
East Lansing, Mi | \$ 971,723.00 (2 y 9 m 26 d)
FY08-11 100% Restricted Funds
071I8200133 Administration of
the Michigan-Developed
Assessments for the Michigan
Merit Examination -
accommodation portion only |
| 3) | Questar Assessment, Inc.
Brewster, NY | \$ 8,905,877.00 (3 years)
FY08-11 100% Federal Funds
071I8200100 English Language
Proficiency Assessment (MI-
ELPA) Test Development,
Communication, and
Administration |

24. DEPARTMENT OF HUMAN SERVICES

- | | | |
|----|--|--|
| 1) | Michigan Public Health
Institute
Okemos, MI | \$ 712,101.00 (3 years)
FY08-11 100% Federal Funds
071I8200096 Juvenile Justice
and Delinquency Prevention
Evaluation and Program
Development for Grantees |
| 2) | Midstate Security
Company LLC
Grandville, MI | \$ 33,240.00 (one-time)
FY08 67.377% Federal Funds
35.623% General Funds
071I8200019 Security System
for the Kalamazoo County Office |

25. DEPARTMENT OF INFORMATION TECHNOLOGY

- | | | |
|----|--|---|
| 1) | Analysts International
Lansing, MI | NOT TO EXCEED
\$ 2,500,000.00 (3 YEARS)
FY08-11 100% Revolving Funds
071I8200159 Facilitated
Sessions for Business
Requirements |
| 2) | Delcan
Schaumburg, IL | NOT TO EXCEED
\$ 4,015,624.00 (3 y 1 d)
FY08-11 50% Federal Funds
50% Restricted Funds
071I8200081 Statewide Advanced
Traffic Management System for
the Department of
Transportation |
| 3) | Dewpoint
Lansing, MI | NOT TO EXCEED
\$ 2,366,594.00 (5 yrs 1 day)
FY08-13 100% Federal Funds
071I8200122 To provide a
Criminal and Analytical
Solution (CAS) for use in the
Michigan Intelligence
Operations Center (MIOC) for
the Michigan State Police |
| 4) | Koch Financial Corporation
Scottsdale, AZ | NOT TO EXCEED
\$ 897,145.20 (3 years)
FY08-11 100% Revolving Funds
Finance for Lease/Purchase for
EMC Hardware and Software |
| 5) | Tessco, Inc.
Hunt Valley, MD | \$ 91,020.00 (one-time)
FY08 100% General Funds
071I8200205 Four Hand-held
Spectrum Analyzers |

25. DEPARTMENT OF INFORMATION TECHNOLOGY continued

Various RE:START Vendors

**Short-term Staff Augmentation
for Information Technology for
various departments**

- | | |
|--|---|
| 6) Computer Aid, Inc.
(Joseph Palm, Programmer)
(Mitzy Torres, Technology
Consultant)
Northville, MI | NOT TO EXCEED
\$ 245,100.00 (one year)
FY08 100% General Funds
071I8200230 For a Technology
Consultant and a Senior
Programmer to assist the
Department of Agriculture with
a software application used by
the Animal Industry Division to
assist in responding to animal
health issues |
| 7) Dewpoint, Inc.
(Ron Hostine)
Lansing, MI | NOT TO EXCEED
\$ 156,000.00 (one year)
FY08 100% Revolving Funds
071I8200175 For a Senior
Business Analyst Consultant to
assist the Department of Labor
and Economic Growth in
development of a business
requirement document for the
Michigan Liquor Control
Commission so they can replace
their existing mainframe legacy
application for Purchasing
Sales and Inventory |

25. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- | | | |
|-----|---|---|
| 8) | IO Datasphere
(Gwendolyn Wyma)
Winfield, IL | NOT TO EXCEED
\$ 416,000.00 (2 y 6 d)
FY08 100% Restricted Funds
071I8200189 For a Technology
Consultant to assist the
Michigan State Police with
research and to assist in the
area of database linking,
extraction, and access to data
in many State databases to
perform crime trending and
investigation and other
functions for various types of
users |
| 9) | Lazer Technology
(William Smith)
Southfield, Mi | \$ 145,600.00 (1 yr 27 dys)
FY08 100% Restricted Funds
071I8200208 For a Senior
Analyst to assist the
Department of Treasury,
Collections Enforcement
Division in making extensive
changes to the State Treasury
Accounts Receivable (STAR)
system so a Secondary Third-
Party Collection Agent can be
added to the system so
collections can be increased |
| 10) | Millenium Soft
(Frank Yancey)
Southfield, MI | \$ 156,000.00 (one year)
FY08 100% Restricted Funds
071I8200207 For a Senior
Analyst to assist the
Department of Treasury,
Collections Enforcement
Division in making extensive
changes to the State Treasury
Accounts Receivable (STAR)
system so a Secondary Third-
Party Collection Agent can be
added to the system so
collections can be increased |

25. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- | | |
|--|--|
| 11) Questa Technologies
(Richard Jerothe)
Pennsauken, NJ | NOT TO EXCEED
\$ 228,800.00 (1 year)
FY08 100% Revolving Funds
071I8200157 To provide a
Technology Consultant to
assist in defining Department
of Information Technology
strategic direction to work
directly with the Data Center
Director and
Telecommunications Director |
| 12) V2Soft
(Mark Armijo)
Bingham Farms, MI | \$ 143,520.00 (One year)
FY08 100% Revolving Funds
071I8200184 For a Senior
Project Manager to assist
Telecommunications with
several activities, i.e.
Building moves, adds, and
changes involving the
requirement of Managed LAN and
Cisco IPT(VoIP) services
implementation |
| 13) Vanco Technologies
(Trinadha Bonula)
Lansing, MI | \$ 176,800.00 (one year)
FY08 100% Restricted Funds
071I8200206 For a Senior
Analyst to assist the
Department of Treasury,
Collections Enforcement
Division in making extensive
changes to the State Treasury
Accounts Receivable (STAR)
system so a Secondary Third-
Party Collection Agent can be
added to the system so
collections can be increased |

25. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- 14) WOW Global, Inc. NOT TO EXCEED
(Raman Sharma) \$ 127,500.00 (one year)
Pittsburg, PA **FY08** 100% General Funds
071I8200219 For a Senior
Programmer/Analyst to assist
the Department of Corrections
with the DOC Time Computation
Project

26. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- 1) University of Michigan - \$ 3,810,000.00 (3 yrs 2 mos)
Ann Arbor **FY08-11** 100% Federal Funds
Ann Arbor, MI 071I8200156 Business
Management and Operational
Services for the Bureau of
Workforce Development
- 2) Workforce Development \$ 2,310,000.00 (3 yrs 2 mos)
Board of South Central **FY08-11** 100% Federal Funds
Michigan Works! 071I8200155 Education and
Hillsdale MI Business Training Consultant
for the Bureau of Workforce
Programs

27. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Actiondata, Inc. \$ 1,060,214.00 (one year)
Southfield, Mi **FY08** Various Funding Sources
Depending upon department
071I8200046 Data Entry
Services for the Departments of
Labor and Economic Growth,
Community Health, and
Environmental Quality
- 2) Citizens Management, Inc. \$222,176,608.00 (5 years)
Howell, MI **FY08-13** 100% Restricted Funds
071I8200135 Long Term
Disability Administration
Services for the Office of the
State Employer

27. DEPARTMENT OF MANAGEMENT AND BUDGET continued

- | | | |
|----|--|---|
| 3) | Pierce, Monroe, &
Associates, LLC
Detroit, MI | NOT TO EXCEED
\$ 75,000.00 (one year)
FY08-09 100% Revolving Funds
071I8200200 Consulting
Services for the Michigan Urban
Policy Initiative for the
Department of Labor and
Economic Growth |
| 4) | Precision Data Products,
Incorporated
Kentwood, MI | \$ 263,931.95 (3 years)
FY08-11 100% Revolving Funds
071I8200150 Copier Supplies
for the Printing Services
Division |

28. DEPARTMENT OF NATURAL RESOURCES

- | | | |
|----|---|--|
| 1) | Kalkomey Enterprises Inc.
Dallas, TX | \$ 901,679.00 (3 years)
FY09-11 40% Federal Funds
60% Restricted Funds
071I8200129 Development and
Production of Educational
materials |
| 2) | M R Copters, Inc.
Dorr, MI | \$ 40,640.00 (one month)
FY08 100% Restricted Funds
751R8201131 Helicopter
Herbicide Spraying in the St.
Clair Flats Wildlife Area |

28. DEPARTMENT OF NATURAL RESOURCES continued

3)	Plant Wise Ann Arbor, MI	\$ 13,090.00 (one-time) FY08 70% Federal Funds 30% Restricted Funds 071I8200213 Control of Invasive Plant Phragmites
	Forever Green Bay City, MI	\$ 5,500.00 (one-time) FY08 70% Federal Funds 30% Restricted Funds 071I8200213 Control of Invasive Plant Phragmites
	JFNew West Olive, MI	\$ 63,914.00 (one-time) FY08 70% Federal Funds 30% Restricted Funds 071I8200213 Control of Invasive Plant Phragmites
	The Tree Doctor Manistee, MI	\$ 9,480.00 (one-time) FY08 70% Federal Funds 30% Restricted Funds 071I8200213 Control of Invasive Plant Phragmites

29. DEPARTMENT OF STATE POLICE

1)	DTC Communications Nashua, NH	\$ 209,226.75 (one-time) FY08 100% Restricted Funds 071I8200221 Thirty Digital Repeater Systems
2)	EDAX Mahwah, NJ	NOT TO EXCEED \$ 162,700.00 (one-time) FY08 100% Restricted Funds 071I8200199 Lab Equipment (Eagle 3 u-PROBE Elemental Analyzer System)

29. DEPARTMENT OF STATE POLICE continued

- 3) Michigan Police Equipment \$ 33,813.00 (one-time)
Charlotte, MI **FY08** 100% Federal Funds
071I8200146 Tactical Entry
Personal Protective Equipment
for the Bomb Squad
- 4) Michigan Taser Distributing \$ 273,591.20 (3 years)
South Lyon, Mi **FY08-11** 100% General Funds
071I8200228 Taser
- 5) Superior Uniform Group \$ 462,500.00 (3 years)
Semi-Annual FI **FY08-11** 100% General Funds
071I8200244 Car Duty Jackets
- 6) Vector Aerospace Helicopter \$ 114,528.94 (one-time)
Services, Inc. **FY08-09** 100% General Funds
Richmond, British Columbia
Canada 071I8200211 Helicopter Turbine
Engine Overhaul

30. DEPARTMENT OF TRANSPORTATION

- 1) Peggy Lauritsen Design NOT TO EXCEED
Group \$ 43,328.00 (one-time)
Minneapolis, MN **FY08** 100% Restricted Funds
591R8200035 Programmable Touch
Screen Kiosk - ADA compliant

31. DEPARTMENT OF TREASURY

- 1) Meyercord Revenue, Inc. NOT TO EXCEED
Carol Stream, IL \$ 1,934,297.04 (3 years)
FY08-11 100% Restricted Funds
071I8200035 Tobacco Stamps,
Machines, Scanners, and Related
Services
- 2) Verus Financial, LLC \$110,000,000.00 (1 y 7 m 25 d)
Waterbury, CT **FY08-10** 100% Restricted Funds
071I8200010 Unclaimed Property
Auditing Services

CONTRACT CHANGES

32. DEPARTMENT OF COMMUNITY HEALTH

- | | | |
|----|---|---|
| 1) | Avent America, Inc.
Bensenville, IL | \$ 17,000.00 Amendment
\$ 131,466.00 New Total
FY09 100% Federal Funds
071B6200018 Additional funds
for a one-year option to the
contract for Breast Pumps |
| 2) | Bio-Rad Laboratories
Hercules, CA | \$ 467,500.00 Amendment
\$ 2,106,518.08 New Total
FY08 100% General Funds
071B4200328 Additional
funding for a one-year option
to the contract for Blood
Chemistry Test Kits, Sickle
Cell Tests, Galactose Reagent
Test Kits, and Hepatitis C
Tests |
| 3) | Global Healthcare Group, LLC
Madison Heights, MI | \$ 40,000.00 Amendment
\$ 159,670.00 New Total
FY08 100% General Funds
071B5200314 Additional funds
for a one-year option to the
contract for Physical Therapy
Services at the Walter Reuther
Psychiatric Hospital |
| 4) | Medela, Inc.
McHenry, IL | \$ 160,000.00 Amendment
\$ 568,757.50 New Total
FY09 100% Federal Funds
071B6200019 Additional
funding for a one-year
contract for Breast Pumps |

32. DEPARTMENT OF COMMUNITY HEALTH continued

5)	Michigan Medical Products	\$	10,000.00	Amendment
	Company	\$	62,350.00	New total
	St. Charles, MI	FY09	100% General Funds	
		071B4200246	Additional funds	
			for a one-year option to the	
			contract for the Preventative	
			Maintenance Agreement for	
			Autoclaves	

33. DEPARTMENT OF CORRECTIONS

1)	Wolf Corporation	\$	50,000.00	Amendment
	Fort Wayne, IN	\$	480,056.00	New Total
		FY08-09	100% Revolving Funds	
		071B4200301	Additional funds	
			for a one-year option to the	
			contract for Mattress Padding	

34. DEPARTMENT OF ENVIRONMENTAL QUALITY

1)	Great Lakes Commission	\$	50,000.00	Amendment
	Ann Arbor, MI	\$	1,154,683.00	New Total
		FY08-09	100% Restricted Funds	
		071B4200382	Additional funds	
			for Water Studies Research	
			Services	

35. DEPARTMENT OF HUMAN SERVICES

1)	Complete Source, Inc.	\$	10,000.00	Amendment
	Grand Rapids, Mi	\$	30,883.85	New Total
		FY09-10	100% 69% Federal Funds	
		31% General Funds		
		071B6200049	Additional funds	
			for a one-year amendment to	
			the contract for Printing	
			Voucher Checks	

36. DEPARTMENT OF INFORMATION TECHNOLOGY

- | | | |
|----|---|---|
| 1) | CCH Incorporated
Carol Stream, IL | \$ 0.00 Amendment
\$ 326,841.00 New Total
071B8200090 For a one-year
option to the contract for
maintenance of the TeamMate
Software Application for
Support Audit for multiple
departments |
| 2) | Compuware
Detroit, MI | \$ 1,096,640.00 Amendment
\$ 5,232,440.00 New Total
FY08 100% General Funds
071B7200082 Additional funds
for CEPI Student Data System
for the Department of
Education |
| 3) | Ikon Office Solutions, Inc.
Novi, MI | \$ 0.00 Amendment
\$ 90,000,000.00 New Total
Various Funding
071B2001160 For a three-month
extension of the contract for
the MIPRINT Program |
| 4) | Western Tel-Com, Inc.
Holland, MI | \$.00 Amendment
\$ 9,045,895.00 New Total
FY08 100% Revolving Funds
071B8000092 For a three-
month, one-day extension of
the contract for Communication
Cabling Materials and
Installation - Statewide |

37. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- | | | |
|----|--|---|
| 1) | Bell & Howell Mail &
Messaging Tech
Okemos, MI | \$ 84,533.71 Amendment
\$ 338,134.84 New Total
FY09 100% Federal Funds
071B6200027 For a one-year
option to the contract for
Software and Equipment
Maintenance on Mail Machines |
|----|--|---|

38. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Aarmco, Inc. \$ 130,000.00 Amendment
Oak Park, MI \$ 3,846,820.07 New Total
FY08 100% Restricted Funds
071B6200302 Additional funds
for the replacement of Security
Guard Services for the Michigan
State Fair
- 2) Express Scripts, Inc. \$ 400,000,000.00 Amendment
Bloomington, MN \$1,617,855,656.00 New Total
FY09 100% Restricted Funds
071B3001328 Additional funds
for a one-year extension of the
contract for Prescription
services for State Employees
- 3) Global Insight \$ 32,000.00 Amendment
Lexington, MA \$ 171,000.00 New Total
FY09 16% General Funds
17% Restricted Funds
67% Other
071B5200112 Additional funds
for a one-year option to the
contract for Econometric
Forecasting Services -
Statewide
- 4) Idexx Industries \$ 28,000.00 Amendment
Westbrook, ME \$ 629,164.00 New Total
FY08-09 100% Restricted Funds
071B5200046 Additional funds
for a one-year option to the
contract for Colliert/Colitag
Reagents Media/Laboratory
Supplies for the Departments of
Community Health and
Environmental Quality

38. DEPARTMENT OF MANAGEMENT AND BUDGET continued

- 5) Michigan State Industries \$ 463,017.50 Amendment
Lansing, MI \$ 2,624,169.38 New Total
FY08-09 34% Federal Funds
32% General Funds
34% Restricted Funds
071B2001590 Additional funds
for a one-year option to the
contract for Laundry Services
at the Grand Rapids Home for
Veterans for the Department of
Military and Veterans Affairs
- 6) Moore & Associates, Inc. \$ 105,000.00 Amendment
Southfield, MI \$ 525,000.00 New Total
FY09 100% Federal Funds
071B5100110 Additional funds
for a ten-month, fifteen-day
option to the contract for Work
First Data Collection Survey
Services for the Department of
Labor and Economic Growth
- 7) Promega Corporation \$ 275,000.00 Amendment
Madison, WI \$ 1,045,624.00 New Total
FY08-10 100% Federal Funds
071B8200043 Additional funds
to add validation services to
the current contract for
existing equipment used for DNA
testing for the Michigan State
Police

38. DEPARTMENT OF MANAGEMENT AND BUDGET continued

8)	Smart Office Systems (SOS) Lansing, MI	\$ 0.00 Amendment \$ 2,000,000.00 New Total FY08-11 Various Funds 071I6200036 Changing the Refurbished Open Space Office Systems original contract term from a 1-year contract with 4, 1-year options to a 3-year contract with 2, 1-year options
	DBI Business Interiors Lansing, MI	\$ 0.00 Amendment \$ 2,000,000.00 New Total FY08-11 Various Funds 071I6200036 To change the Statewide Refurbished Open Space Office Systems original contract term from a 1-year contract with 4, 1-year options to a 3-year contract with 2, 1-year options
9)	Various (Listing on file)	\$ 2,000,000.00 Amendment \$ 12,009,171.38 New Total FY08-09 Various Funding Additional funds for the Gasoline and Fuel Oil Contracts - Statewide

39. DEPARTMENT OF NATURAL RESOURCES

1)	Lyle Signs Eden Prairie, MN	\$ 260,000.00 Amendment \$ 678,507.80 New Total FY08 100% Restricted Funds 071B7200011 Additional funds for a one-year option to the contract for Off-Road and Snowmobile Vehicle Trail Signs
----	--------------------------------	--

40. DEPARTMENT OF TRANSPORTATION

- | | | |
|----|---|--|
| 1) | Goodwill Industries of
Southwest Michigan
Kalamazoo, MI | \$ 32,254.00 Amendment
\$ 152,864.00 New Total
FY09 100% Restricted Funds
071B4200270 Additional funds
for a one-year option to the
contract for Janitorial
Services at the Southwest
Region Offices |
| 2) | Nationwide Fence and Supply
Company
Chesterfield, MI | \$ 100,000.00 Amendment
\$ 249,110.00 New Total
FY08-09 100% Restricted Funds
071B6200364 Additional funds
for the contract for Fence
Fabric and Line Posts |

41. DEPARTMENT OF TREASURY

- | | | |
|----|---|--|
| 1) | Thompson Professional &
Regulatory, Inc. d/b/a
Thompson-RIA
New York, NY | \$ 27,352.40 Amendment
\$ 156,200.00 New Total
FY08-09 3% General Funds
97% Restricted Funds
071B4200280 Additional funds
for a one-year option year to
the contract for a Legal and
Tax Research Subscription |
|----|---|--|

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

42. DEPARTMENT OF MANAGEMENT AND BUDGET

- | | | |
|----|--------------------|----------|
| 1) | <u>Yi Ling Luo</u> | \$333.22 |
|----|--------------------|----------|

The claimant (08-SAB-072) requests \$333.22 reimbursement for damage to her vehicle when a parking gate closed on her car. The Department recommends approval of this claim.

43. DEPARTMENT OF STATE

- 1) Sharon Best \$250.00

The claimant (08-SAB-084) requests \$250.00 reimbursement for towing and impounded charges due to a Secretary of State error. The Department recommends denial of this claim.

44. DEPARTMENT OF TRANSPORTATION

- 1) Wing Becks \$849.19

The claimant (08-SAB-049) requests \$849.19 reimbursement for damage to his vehicle when a sign that was improperly sand bagged blew over on his vehicle. The Department recommends approval of this claim.

- 2) Trey Cathey \$266.13

The claimant (08-SAB-047) requests \$266.13 reimbursement for damage to her vehicle after hitting a pothole . The Department recommends denial of this claim.

- 3) Emmanuel Ellis \$999.99

The claimant (08-SAB-051) requests \$999.99 reimbursement for damage to his vehicle after hitting a pothole. The Department recommends denial of this claim.

- 4) James Glister \$899.62

The claimant (08-SAB-077) requests \$899.62 reimbursement for damage to his vehicle after hitting a pothole. The Department recommends denial of this claim.

- 5) Donna McClung \$999.99

The claimant (08-SAB-076) requests \$999.99 reimbursement for damage to her vehicle after hitting a pothole. The Department recommends denial of this claim.

- 6) Dawn Shannon \$806.24

The claimant (08-SAB-071) requests \$806.24 reimbursement for damage to her car after hitting a pothole. The Department recommends denial of this claim.

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

45. DEPARTMENT OF CORRECTIONS

- 1) Requests permission to dispose of unclaimed and abandoned prisoner property without intrinsic value in accordance with PD-BCF-53.01, Section IV, Abandoned and Unclaimed Property from the following facilities:

Saginaw Correctional Facility

- 2) Reporting an emergency purchase of \$61,900.00 with Cascade Refrigeration, Inc. to replace a cooler at the Charles E. Egeler Reception and Guidance Center that cannot be repaired.

46. DEPARTMENT OF HUMAN SERVICES

The DHS appropriations bill requires that liens be placed on real property when State Emergency Relief (SER) is issued for mortgage payments, land contract payments, property taxes and home repairs. The lien is required when payments exceed \$250.00 on one or a combination of these services. Such payments were made for delinquent taxes, and the recipients have repaid the department in full. The Department is requesting permission from the Board to release the following lien:

\$1,250.00 at 9161 Bray Road, Millington, MI
\$1,081.00 AT 12070 E. Davison, Davison, MI

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

S U P P L E M E N T A L
A G E N D A

7/23/08 2:30 version

FINANCE AND CLAIMS COMMITTEE

July 29, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

August 5, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I. AGENCY CONTRACTS AND GRANTS

SECTION II. DMB CONTRACTS

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

1s. **DEPARTMENT OF CORRECTIONS**

Inmate

- 1) Anthony Hardnett #145754 unspecified amount

The claimant (07-SAB/DOC-402) requests an unspecified amount
for reimbursement for his lost footlocker and contents. The
Department recommends approval of \$212.32 for this claim.

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

**S E C O N D
S U P P L E M E N T A L
A G E N D A**

7/25/08 1:35 version

FINANCE AND CLAIMS COMMITTEE

July 29, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center
.....

STATE ADMINISTRATIVE BOARD

August 5, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center
.....

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this agenda and may take up other issues at the meeting.

SECTION I. AGENCY CONTRACTS AND GRANTS

NEW CONTRACTS

1s. DEPARTMENT OF MANAGEMENT AND BUDGET/CIVIL SERVICE COMMISSION

Hiring Solutions / Varnum Okemos, MI	\$ 47,500.00 Total FY08-09 72% Restricted Funds 28% General Funds Contract for Executive Recruitment Firm Services
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SECTION II. DMB CONTRACTS

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

APPROVED

August 5, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A special meeting of the **Finance and Claims** Committee was held at
11:00 a.m. on **August 5, 2008**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Sherry Bond, James Burris, Elise Lancaster Janet Rouse,
Department of Management and Budget; Michigan Strategic Fund,
Nathan Ohle

The Finance and Claims Committee special and supplemental agendas were
presented.

Following discussion, Ms. Lopez moved that the special and supplemental
special agendas be recommended to the State Administrative Board for
approval with Item 9s(1) of the special agenda be withdrawn by the
Agency; Items 2s(1), 2s(2), 2s(3), and 2s(4) of the special supplemental
agenda be withdrawn by the Department of Management and Budget; and the
write-ups be corrected for Items 10s(1), 10s(2), and 11s(1) of the
special agenda. The motion was supported by Mr. Keenan and unanimously
adopted.

Ms. MacDowell adjourned the meeting.

S P E C I A L
A G E N D A

8/5/08 9:20 ver.

FINANCE AND CLAIMS COMMITTEE

August 5, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

August 5, 2008, 11:00 a.m.
Lake Superior Room
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At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I. AGENCY CONTRACTS

Requests approval of the following:

NEW CONTRACTS

1s. DEPARTMENT OF HUMAN SERVICES

- | | |
|--|--|
| 1) CSCOM FY09 - Series
Various
(Listing on file) | \$ 25,090,560.00 Total
FY09 66% Federal/34% County
One-year contract combining
Friend of the Court enforcement
and Prosecuting Attorney
services to establish paternity
and obtain child support orders |
| 2) CSFOC FY09 - Series
Various
(Listing on file) | \$ 77,185,680.00 Total
FY09 66% Federal/34% County
One-year contract for Friend of
the Court enforcement and
modification of child support
orders |
| 3) CSPA FY09 - Series
Various
(Listing on file) | \$ 13,380,378.00 Total
FY09 66% Federal/34% County
One-year contract for
Prosecuting Attorney services
to establish and obtain child
support orders |

2s. MICHIGAN STRATEGIC FUND

- 1) Reel-Scout
Charlotte, NC

\$ 45,240.00 Total

FY08-09

100% 21st Century Jobs Trust Fund
Two-year contract for Reel-
Scout location database
software

CONTRACT CHANGES

3s. DEPARTMENT OF COMMUNITY HEALTH

- 1) Dolehanty EMS Consulting
Swartz Creek, MI

\$ 22,500.00 Amendment

\$ 46,022.00 New Total

FY08 100% Federal

Additional funding and date
extension to agreement to
provide funding for the
inspection of life support
agencies and vehicles, review
educational programs and to
administer exams

- 2) Jamie Robert Janson
Williamston, MI

\$ 22,500.00 Amendment

\$ 46,022.00 New Total

FY08 100% Federal Funds

Additional funding and date
extension to agreement to
provide funding for the
inspection of life support
agencies and vehicles, review
educational programs and
administer exams

- 3) John King
Williamston, MI

\$ 22,500.00 Amendment

\$ 46,022.00 New Total

FY08 100% Federal Funds

Additional funding and date
extension to agreement to
provide funding for the
inspection of life support
agencies and vehicles, review
educational programs and
administer exams

4s. DEPARTMENT OF CORRECTIONS

1)	Kalamazoo Probation Enhancement Program Kalamazoo, MI	\$ 500,000.00 Amendment \$ 11,072,603.00 New Total FY08 100% General Fund Additional funds to provide residential substance abuse services for prisoners, parolees and probationers
----	---	--

5s. DEPARTMENT OF ENVIRONMENTAL QUALITY

1)	Montgomery Watson America's Incorporated Westminster, CO	\$ 7,500.00 Amendment \$ 30,500.00 New Total FY08 100% Restricted Funds Additional funding for Expert Witness Services for the Eagle Mining Project Hearing
----	--	---

6s. DEPARTMENT OF HUMAN SERVICES

1)	Wolverine Human Services Detroit, MI	\$ 19,830,000.00 Amendment \$117,864,504.00 New Total FY08-13 34% Federal Funds 66% General Funds Additional funds for the contract for Residential Foster Care due to youths being moved out of Maxey Training Center per legislative requirement
----	---	---

GRANT CHANGES

7s. DEPARTMENT OF AGRICULTURE

1)	Chippewa-East Mackinac Conservation District Sault Ste. Marie, MI	\$ 165,216.00 Amendment \$ 203,743.50 New Total FY08 100% Federal Funds Additional funds for a 4-month extension of the grant for the EAB Slow Ash Mortality (SLAM) Project
----	---	--

7s. DEPARTMENT OF AGRICULTURE continued

- | | | |
|----|--|--|
| 2) | Delta Conservation District
Gladstone, MI | \$ 39,420.00 Amendment
\$ 64,093.00 New Total
FY08 100% Federal Funds
Additional funds for a 4-month
extension of the grant for the
close-out of EAB detection tree
traps |
| 3) | Houghton-Keweenaw
Conservation District
Houghton, MI | \$ 55,860.00 Amendment
\$ 67,465.00 New Total
FY08 100% Federal Funds
Additional funds for a 4-month
extension of the grant for the
close-out of EAB detection tree
traps |
| 4) | Marquette Conservation
District
Marquette, MI | \$ 52,920.00 Amendment
\$ 74,386.50 New Total
FY08 100% Federal Funds
Additional funds for a 4-month
extension of the grant for the
close-out of EAB detection tree
traps |

8s. DEPARTMENT OF COMMUNITY HEALTH

- | | | |
|----|--|---|
| 1) | Various Vendors
(Listing on file) | \$ 98,757.00 Amendment
\$ 12,332.729.00 New Total
FY08 41.42% Federal Funds
10.36% State GF
2.11% Fees/Collections
23.69% Local 22.42% Other
Additional funds for one-year
grant agreement to administer
and purchase substance abuse
treatment and prevention
services for Michigan residents |
| 2) | Kalamazoo County Medical
Control Authority
Kalamazoo, MI | \$ 60,500.00 Amendment
\$ 3,648,509.00 New Total
FY08 100% Federal Funds
Additional funding for one-year
grant agreement to provide
funding for regional medical
bio-defense networks |

8s. DEPARTMENT OF COMMUNITY HEALTH continued

- | | | |
|----|--|--|
| 3) | National Kidney Foundation
of Michigan
Ann Arbor, MI | \$ 82,000.00 Amendment
\$ 329,500.00 New Total
FY08 54% State Restricted
46% Federal Funds
Additional funding for one-year
grant agreement to provide
diabetes programs for families |
| 4) | Tri-County Office on Aging
Lansing, MI | \$ 102,752.00 Amendment
\$ 7,940,393.00 New Total
FY08 58.10% Federal Funds
41.90% State GF
Additional funding for one-year
grant agreement to provide
funding for Home- and
Community-based services for
the elderly and disabled waiver
program as an option to
institutionalization in nursing
facilities |
| 5) | Detroit Area Agency on Aging
Detroit, MI | \$ 87,828.00 Amendment
\$ 12,846,622.00 New Total
FY08 58.10% Federal Funds
41.90% State GF
Additional funding for one-year
grant agreement to provide
funding for Home- and
Community-based services for
the elderly and disabled waiver
program as an option to
institutionalization in nursing
facilities |

8s. DEPARTMENT OF COMMUNITY HEALTH continued

- 6) Area Agency on Aging 1-B
Southfield, MI \$ 155,136.00 Amendment
\$ 15,074,748.00 New Total
FY08 58.10% Federal Funds
41.90% State GF
Additional funding for one-year
grant agreement to provide
funding for Home- and
Community-based services for
the elderly and disabled waiver
program as an option to
institutionalization in nursing
facilities
- 7) A&D Home Health Care Inc.
Saginaw, MI \$ 123,534.00 Amendment
\$ 5,300,277.00 New Total
FY08 58.10% Federal Funds
41.90% State GF
Additional funding for one-year
grant agreement to provide
funding for Home- and
Community-based services for
the elderly and disabled waiver
program as an option to
institutionalization in nursing
facilities
- 8) Michigan State University
East Lansing, MI \$ 49,842.00 Amendment
\$ 6,855,811.00 New Total
FY08 64% Federal Funds
13% State GF
2% State Restricted
21% Local
Additional funding for one-year
grant agreement to provide
various community health
projects

8s. DEPARTMENT OF COMMUNITY HEALTH continued

- | | | |
|-----|---|--|
| 9) | Wayne State University
Detroit, MI | \$ 39,843.00 Amendment
\$ 2,373,499.00 New Total
FY08 74% Federal Funds
5% State GF
19% State Restricted
2% Fees and Other State Funds
Additional funding for one-year
grant agreement to provide
various community health
projects |
| 10) | Home Health Services Inc.
Grand Rapids, MI | \$ 32,499.00 Amendment
\$ 7,727,277.00 New Total
FY08 58.10% Federal Funds
41.90% State GF
Additional funding for one-year
grant agreement to provide
funding for Home-and Community-
based services for the elderly
and disabled waiver program as
an option to institution-
alization in nursing facilities |
| 11) | Valley Area Agency on Aging
Flint, MI | \$ 156,001.00 Amendment
\$ 3,894,042.00 New Total
FY08 58.10% Federal Funds
41.90% State GF
Additional funding for MI
Choice Home- and Community-
based Services for the elderly
and disabled waiver program
services as an option to
institutionalization in nursing
facilities |

8s. DEPARTMENT OF COMMUNITY HEALTH continued

- 12) Area Agency on Aging of
Western MI, Inc.
Grand Rapids, MI
- \$ 132,659.00 Amendment
\$ 7,584,924.00 New Total
FY08 58.10% Federal Funds
41.90% State GF
Additional funding for MI
Choice Home- and Community-
Based Services for the elderly
and disabled waiver program
services as an option to
institutionalization in nursing
facilities
- 13) Michigan Public Health
Institute
Okemos, MI
- \$ 1,905,068.00 Amendment
\$ 32,232,396.00 New Total
FY08 62.7% Federal Funds
26.5% State GF
8.8% State Restricted
1.6% Fees and Other Funds
0.4% Local
Additional funding for one-year
grant agreement to provide
various community health
projects

9s. MICHIGAN STRATEGIC FUND

- 1) Ann Arbor SPARK
Ann Arbor, MI
- \$ 1,500,000.00 Amendment
\$ 2,050,000.00 New Total
FY08
100% 21st Century Jobs Trust Fund
Additional funds for the grant
to assist with the acquisition
of the former Pfizer Plymouth
Township laboratory and testing
facility

Withdrawn

SECTION II. DMB CONTRACTS

Requests approval of the following:

10s. DEPARTMENT OF COMMUNITY HEALTH

- | | | |
|----|--|--|
| 1) | Lancer Sales USA, Inc.
Winter Springs, Fl | NOT TO EXCEED
\$ 54,783.00 (One-Time)
FY08 100% Federal Funds
071I8200197 Glassware Washing
Machine for the Bureau of
Laboratories |
| 2) | Shimadzu Scientific
Instruments, Inc.
Columbia, MD | NOT TO EXCEED
\$ 34,132.00 (One-Time)
FY08 100% Federal Funds
391R8200905 Lab Equipment
Homeland Security |

11s. DEPARTMENT OF INFORMATION TECHNOLOGY

- | | | |
|----|--|---|
| 1) | Various Pre-approved Third
Party Leasing Vendors
(Listing on file) | NOT TO EXCEED
\$ 15,000,000.00 (3 yr 1 dy)
FY08-11 100% Restricted Funds
Financing for Lease/Purchase of
Desktop Equipment |
|----|--|---|

CONTRACT CHANGES

12s. DEPARTMENT OF COMMUNITY HEALTH

- | | | |
|----|---|--|
| 1) | Health Management Systems
of America
Eastpointe, MI | \$ 2,019,306.00 Amendment
\$ 6,991,306.00 New Total
FY08-09 100% Restricted Funds
071B6200354 Additional funds
for the contract for the Health
Professional Recovery
Initiative assessment referral
agent and to monitor services
and treatment |
|----|---|--|

13s. DEPARTMENT OF CORRECTIONS

1)	Rose Exterminator Company	\$	10,000.00	Amendment
	Lansing, Mi	\$	88,556.00	New Total
		FY09	100% General Funds	
			071B4200175	Additional funds
				for a six-month option to the
				contract for Pest Control
				Services

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

S U P P L E M E N T A L
S P E C I A L
A G E N D A

8/5/08 9:20 ver.

FINANCE AND CLAIMS COMMITTEE

August 5, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

August 5, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I. AGENCY CONTRACTS

Requests approval of the following:

NEW CONTRACTS

1s. DEPARTMENT OF HUMAN SERVICES

- | | |
|--|---|
| 1) Family Services & Children's
Aid
Jackson, MI | NOT TO EXCEED
\$ 202,667.00 Total
FY08-11 100% Federal Funds
Three-year, two-month contract
for Kinship and Relative Care |
| 2) Various
CTFPR-09 - series
(Listing on file) | NOT TO EXCEED
\$ 18,778,230.00 Total
FY09-11 60% Federal Funds
40% State GF/GP
Three-year contract for Zero to
Three Secondary Prevention
Program |
| 3) Catholic Social Services
of Oakland
Pontiac, MI | NOT TO EXCEED
\$ 281,260.00 Total
FY08-11 100% Federal Funds
In home supportive services for
families including but not
limited to conflict resolution,
career planning, self-
sufficiency, education, role
modeling, etc. |

1s. DEPARTMENT OF HUMAN SERVICES continued

- 4) Catholic Human Services, Inc. NOT TO EXCEED
Alpena, MI \$ 72,500.00 Total
FY08-10 100% Federal Funds
Wraparound Coordination
- 5) On The Go Styles \$ 72,000.00 Total
Westland, MI **FY09-11** 100% State GF
Three-year contract for
beautician services at Adrian
Training School for females

CONTRACT CHANGES

2s. DEPARTMENT OF HUMAN SERVICES

- 1) Boysville of Michigan dba \$ 50,000.00 Amendment
Holy Cross Children's \$ 582,637.97 New Total
Services **FY08** 100% Federal Funds
Clinton, MI **Withdrawn** Additional funds to increase
Day Treatment Services
- 2) Boysville of Michigan dba \$ 50,000.00 Amendment
Holy Cross Children's \$ 535,165.00 New Total
Services **FY08** 100% Federal Funds
Clinton, MI **Withdrawn** Additional funds to increase
Juvenile Justice Reintegration
Services
- 3) Family Outreach Center \$ 26,289.00 Amendment
Grand Rapids, MI \$ 205,093.70 New Total
FY08 100% Federal Funds
Withdrawn Additional funds for Community
Compact Services, Kinship Care
Services
- 4) Gladwin County Prosecuting \$ 33,910.00 Amendment
Attorney \$ 47,514.00 New Total
Gladwin, MI **FY08** 66% Federal/34% County
Withdrawn Additional funds for child
support order and paternity
establishment functions

2s. DEPARTMENT OF HUMAN SERVICES continued

5)	Jung Do Martial Arts Flint, MI	\$ 73,312.61 Amendment \$ 546,174.43 New Total FY08 100% Federal Additional funds for Before and After School services
6)	HY Series Various (Listing on file)	\$ 424,512.00 Amendment \$ 5,518,655.00 New Total FY09 80% Federal /20% GF/GP Additional funds for a three- month extension of the contract for Homeless Youth services
7)	R Series Various (Listing on file)	\$ 1,591,959.00 Amendment \$ 20,652,631.00 New Total FY09 80% Federal 20% GF/GP Additional funds for a three- month extension of the contract for Runaway Services
8)	Wolverine Human Services Detroit, MI	\$ 421,050.00 Amendment \$ 17,265,270.75 New Total FY09 33% Federal 67% GF/GP Additional funds for a three- month extension of the contract for residential shelter for abused/neglected youth in Wayne County

NEW GRANTS

3s. DEPARTMENT OF HUMAN SERVICES

1)	RA - Series Various (Listing on file)	NOT TO EXCEED \$ 1,816,500.00 Total FY09-11 100% Federal Three-year contract for Refugee Assistance
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3s. DEPARTMENT OF HUMAN SERVICES continued

2) Ingham County
Lansing, MI

NOT TO EXCEED
\$ 1,116,000.00 Total
FY09-11 100% Federal
Three-year contract for Refugee
Assistance services in Ingham
County

SECTION II. DMB CONTRACTS

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

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Ms. MacDowell presented the Finance and Claims Committee Reports for the regular meeting of July 29, 2008, and the special meeting of August 5, 2008. After review of the foregoing Finance and Claims Committee Reports, Ms. MacDowell moved that the Reports covering the regular meeting held July 29, 2008, be approved and adopted with Item 26(1) and 29(5) of the regular agenda withdrawn by the Department of Management and Budget at the State Administrative Board meeting on August 5, 2008, and the special meeting held August 5, 2008, be approved and adopted. The motion was supported by Mr. Hank and unanimously approved.

APPROVED

August 5, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the Transportation and Natural Resources
Committee was held at 3:30 p.m. on July 30, 2008. Those present
being:

Chairperson:	<u>Duane Berger, representing</u> Secretary of State Land	Approved _____
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Member:	<u>Walt Herzig, representing</u> Lt. Governor Cherry	Approved _____
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Member:	<u>James Shell, representing</u> Attorney General Cox	Approved _____
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Others: Tom Graf, Department of Environmental Quality; Sherry Bond, Janet Rouse, Department of Management and Budget; Cynthia Watson, Department of Natural Resources; Mike Blackledge, Tony Briggs, Keith Brown, Doug Fishell, Connie Hanrahan, Amy Meldrum, Betsy Steudle, Ellen White, Department of Transportation

The Department of Natural Resources agenda was presented.

Following discussion, Mr. Shell moved that the Natural Resources regular agenda be recommended to the State Administrative Board for approval. Supported by Mr. Herzig, the motion was unanimously adopted.

The Department of Environmental Quality agenda was presented.

Following discussion, Mr. Shell moved that the Environmental Quality regular agenda be recommended to the State Administrative Board for approval. Supported by Mr. Herzig, the motion was unanimously adopted.

The Department of Transportation regular and supplemental agendas were presented.

Correspondence was received from the Director of the Department of Transportation, Kirk T. Steudle, regarding the following:

1. an emergency contract for \$118,519.07 with Janssen & Spaans Engineering, Inc. for evaluation of repairs to a bearing seat on the Zilwaukee Bridge.
2. an emergency contract for \$216,726.13 with Parsons Brinkerhoff Michigan, Inc. to evaluate the structural integrity and emergency design work required to address possible pending structural failures of nine communications towers used for the Michigan Intelligent Transportation System (MITS) in Oakland, Wayne, Macomb, and St. Clair Counties.

Following discussion, Mr. Shell moved that the Transportation regular and supplemental agendas be recommended to the State Administrative Board for approval with Items 66, 67, 71 through 76, 78 through 84, 86, 88, 92, 115 through 119, 121, 122, 124, 125, 129 of the regular agenda and Item 3 of the supplemental agenda contingent upon approval at the State Transportation Commission meeting on July 31, 2008; Items 47, 55, and 61 of the regular agenda and Item 3 of the supplemental agenda contingent upon approval by the Office of Commission Audit; Item 114 of the regular agenda contingent upon receipt of the 10% over engineer's estimate letter; Item 3 of the supplemental agenda contingent upon approval by the Attorney General; and a new agenda writeup for Item 3 of the supplemental agenda. Supported by Mr. Herzig, the motion was unanimously adopted.

Mr. Berger adjourned the meeting.

At the State Administrative Board on August 5, 2008, Items 55 and 114 of the regular Transportation agenda and Item 3 of the supplemental Transportation agenda were withdrawn by the Department of Transportation.

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - July 30, 2008 - 3:30 P.M.
State Administrative Board Meeting - August 5, 2008- 11:00 A.M.

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This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

MINERAL LEASES

1. DIRECT OIL AND GAS LEASE - NONDEVELOPMENT: MP Michigan LLC, of Dallas Texas, oil and gas lease rights to 23.46 acres, more or less of Department of Natural Resources state-owned mineral rights, Section 27, T23N, R16W, Onekama Township, Manistee County.

Terms: One-year term, no extension, 3/16 royalty, \$2,400.00 bonus consideration (\$100.00 per acre), and a \$2.00 per acre annual rental.

The Chief of Forest, Mineral and Fire Management approved this item on July 14, 2008. The form of legal document involved in this transaction has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:
Department of Natural Resources

By: _____
Thomas Wellman, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF ENVIRONMENTAL QUALITY

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources Committee

July, 30, 2008

State Administrative Board

August 5, 2008

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

SUBMERGED LANDS

1. Proposed Private Use Agreement (0.30 acres) of Lake Huron public trust bottomlands in Clark Township, Mackinac County.

Applicant: John Walker (DEQ File LH 407)

Consideration: \$500 fee

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of the State's public trust ownership of the subject Lake Huron bottomlands under Part 325, Great Lakes Submerged Lands, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (Part 325).
- B. Benefit:
Compliance with Part 325.
- C. Funding Source/Income to the State:
\$500 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A:
N/A

2. Proposed Private Use Agreement (0.15 acre) of Lake Huron public trust bottomlands in Clark Township, Mackinac County.

Applicant: Craig Pell (DEQ File LH 439)

Consideration: \$250 annual fee

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of the State's public trust ownership of the subject Lake Huron bottomlands under Part 325.
- B. Benefit:
Compliance with Part 325.
- C. Funding Source/Income to the State:
\$250 annual fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A:
N/A

3. Proposed Private Use Agreement (0.14 acre) of Lake Huron public trust bottomlands in Clark Township, Mackinac County.

Applicant: Great Lakes Boat Building School (DEQ File LH 483)

Consideration: \$400 annual fee

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of the State's public trust ownership of the subject Lake Huron bottomlands under Part 325.
- B. Benefit:
Compliance with Part 325.
- C. Funding Source/Income to the State:
\$400 annual fee.
- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A:
N/A

4. Proposed Marina Lease (11.62 acres) of Lake Michigan public trust bottomlands in Suttons Bay Township, Leelanau County.

Applicant: Grand Traverse Band of Ottawa and Chippewa Indians
(DEQ File LM 263)

Consideration: \$33,000 annual fee

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of the State's public trust ownership of the subject Lake Michigan bottomlands under Part 325.
- B. Benefit:
Compliance with Part 325.
- C. Funding Source/Income to the State.
\$33,000 annual fee.
- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A:
N/A

5. Proposed Private Use Agreement (0.27 acre) of Lake Huron public trust bottomlands in the Village of Mackinaw City, Cheboygan County.

Applicant: Little Traverse Bay Band of Odawa Indians (DEQ File LH 470)

Consideration: No fee as tribal fishing dock and public access

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of the State's public trust ownership of the subject Lake Huron bottomlands under Part 325.
- B. Benefit:
Compliance with Part 325.
- C. Funding Source/Income to the State:
No fee as tribal fishing dock and public access.
- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A

6. Proposed Marina Lease (2.59 acres) of Lake Michigan public trust bottomlands in Elmwood Township, Leelanau County.

Applicant: West Bay Partners (DEQ File LM 262)

Consideration: \$11,000 annual fee

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of the State's public trust ownership of the subject Lake Michigan bottomlands under Part 325.
- B. Benefit:
Compliance with Part 325.
- C. Funding Source/Income to the State:
\$11,000 annual fee.
- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A:
N/A

7. Proposed Private Use Agreement (2.17 acres) and Deed (0.45 acre) of Lake Huron public trust bottomlands in Sebawaing Township, Huron County.

Applicant: Robert Blunt (DEQ File LH 411)

Consideration: Deed - \$540 fee

Private Use Agreement – exchange for a conservation easement over 1.84 acres of coastal wetlands

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of the State's public trust ownership of the subject Lake Huron bottomlands under Part 325.
- B. Benefit:
Compliance with Part 325.
- C. Funding Source/Income to the State:
\$540 fee for deed and conservation easement over 1.84 acres of coastal wetlands.
- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A):
N/A

- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A:
N/A

Elizabeth M. Browne, Chief
Land and Water Management Division
Department of Environmental Quality

Date

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: July 30, 2008– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: August 5, 2008 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

CONTRACTS

1. **HIGHWAYS (Real Estate) – Resolution “A” (Radio Tower Sale)**
Radio Tower #1003

The subject radio tower is located in the township of Marenisco, Gogebic County, Michigan. The radio tower was built in 1984 and is approximately 300 feet tall. MDOT is currently reviewing its need for radio tower sites and has determined that the subject tower is no longer needed for business purposes. Tom Briggs, Radio Communications Coordinator, completed a radio tower valuation on June 12, 2008, to determine the salvage value of the radio tower. He determined that the useful life of a radio tower is approximately 20 years. The subject tower is over 24 years old and has been fully depreciated. Current bids to remove similar towers is estimated at \$8,500, leaving a salvage value of -\$8,500 for the subject tower. MDOT has offered the radio tower to Marenisco Township for \$1. This will allow the Township to utilize the site for public purposes and save MDOT the expense of removing the tower. MDOT has an easement interest in the property and will retain that interest while selling the radio tower. The radio tower was approved for sale by Roberta Tisdale, Administrator, Department Services Division, on June 19, 2008.

Criticality: This transaction is being completed because the radio tower is no longer needed by MDOT.

Purpose/Business Case: The purpose of this transaction is to sell the radio tower to the Township for \$1. The Township will utilize the tower for public purposes and save MDOT the expense of removing the tower.

Benefit: MDOT will save \$8,500 in removal costs by selling the tower to the Township for \$1.

Funding Source: N/A.

Commitment Level: N/A.

Risk Assessment: N/A.

Cost Reduction: MDOT will save \$8,500 in removal costs by selling the tower to the Township for \$1.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49947.

2. HIGHWAYS (Real Estate) – Resolution “B” (Radio Tower Sale)
Radio Tower #4003

The subject radio tower is located in the township of Big Creek, Oscoda County, Michigan. The radio tower was built in 1987 and is approximately 169 feet tall. MDOT is currently reviewing its need for radio tower sites and has determined that the subject tower is no longer needed for business purposes. Tom Briggs, Radio Communications Coordinator, completed a radio tower valuation on June 12, 2008, to determine the salvage value of the radio tower. He determined that the useful life of a radio tower is approximately 20 years. The subject tower is over 21 years old and has been fully depreciated. Current bids to remove similar towers is estimated at \$8,500, leaving a salvage value of -\$8,500 for the subject tower. MDOT has offered the radio tower to the United States Department of Agriculture (USDA) for \$1. This will allow the USDA to utilize the site for public purposes and save MDOT the expense of removing the tower. MDOT has a special use permit on the tower site and will retain that permit while selling the radio tower. The radio tower was approved for sale by Roberta Tisdale, Administrator, Department Services Division, on June 19, 2008.

Criticality: This transaction is being completed because the radio tower is no longer needed by MDOT.

Purpose/Business Case: The purpose of this transaction is to sell the radio tower to the USDA for \$1. The USDA will utilize the tower for public purposes and save MDOT the expense of removing the tower.

Benefit: MDOT will save \$8,500 in removal costs by selling the tower to the USDA for \$1.

Funding Source: N/A.

Commitment Level: N/A.

Risk Assessment: N/A.

Cost Reduction: MDOT will save \$8,500 in removal costs by selling the tower to the USDA for \$1.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48636.

3. HIGHWAYS (Real Estate) – Resolution “C” (Radio Tower Sale)
Radio Tower #4004

The subject radio tower is located in the township of Plainfield, Iosco County, Michigan. The radio tower was built in 1987 and is approximately 200 feet tall. MDOT is currently reviewing its need for radio tower sites and has determined that the subject tower is no longer needed for business purposes. Tom Briggs, Radio Communications Coordinator, completed a radio tower valuation on June 12, 2008, to determine the salvage value of the radio tower. He determined that the useful life of a radio tower is approximately 20 years. The subject tower is over 21 years old and has been fully depreciated. Current bids to remove similar towers is estimated at \$8,500, leaving a salvage value of -\$8,500 for the subject tower. MDOT has offered the radio tower to the Iosco 9-1-1 Dispatch for \$1. This will allow them to utilize the site for public purposes and save MDOT the expense of removing the tower. MDOT has a fee interest in the property and will retain that interest while selling the radio tower. The radio tower was approved for sale by Roberta Tisdale, Administrator, Department Services Division, on June 19, 2008.

Criticality: This transaction is being completed because the radio tower is no longer needed by MDOT.
Purpose/Business Case: The purpose of this transaction is to sell the radio tower to the Iosco 9-1-1 Dispatch for \$1. They will utilize the tower for public purposes and save MDOT the expense of removing the tower.
Benefit: MDOT will save \$8,500 in removal costs by selling the tower to the Iosco 9-1-1 Dispatch for \$1.
Funding Source: N/A.
Commitment Level: N/A.
Risk Assessment: N/A.
Cost Reduction: MDOT will save \$8,500 in removal costs by selling the tower to the Iosco 9-1-1 Dispatch for \$1.
Selection: N/A.
New Project Identification: N/A.
Zip Code: 48739.

4. HIGHWAYS (Real Estate) – Resolution “D” (Radio Tower Sale)
Radio Tower #7005

The subject radio tower is located in the township of Windsor, Eaton County, Michigan. The radio tower was built in 1988 and is approximately 200 feet tall. MDOT is currently reviewing its need for radio tower sites and has determined that the subject tower is no longer needed for business purposes. Tom Briggs, Radio Communications Coordinator, completed a Radio Tower Valuation on June 12, 2008, to determine the salvage value of the radio tower. He determined that the useful life of a radio tower is approximately 20 years. The subject tower is over 20 years old and has been fully depreciated. Current bids to remove similar towers is estimated at \$8,500, leaving a salvage value of -\$8,500 for the subject tower. MDOT has offered the radio tower to the Eaton County Transportation Authority for \$1. This will allow the Authority to utilize the site for public purposes and save MDOT the expense of removing the tower. MDOT has a fee interest in the property and will retain that interest while selling the radio tower. The radio tower was approved for sale by Roberta Tisdale, Administrator, Department Services Division, on June 19, 2008.

Criticality: This transaction is being completed because the radio tower is no longer needed by MDOT.
Purpose/Business Case: The purpose of this transaction is to sell the radio tower to the Eaton County Transportation Authority for \$1. The Authority will utilize the tower for public purposes and save MDOT the expense of removing the tower.
Benefit: MDOT will save \$8,500 in removal costs by selling the tower to the Eaton County Transportation Authority for \$1.
Funding Source: N/A.
Commitment Level: N/A.
Risk Assessment: N/A.
Cost Reduction: MDOT will save \$8,500 in removal costs by selling the tower to the Eaton County Transportation Authority for \$1.
Selection: N/A.
New Project Identification: N/A.
Zip Code: 48755.

5. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Amount

Amendatory Contract (2006-0597/A1) between MDOT and the Northwestern Regional Airport Commission (NRAC) will increase the contract amount by \$30,855 due to higher than anticipated costs associated with the construction of the snow removal equipment building. The original contract provides for the construction of a building to store snow removal equipment (SRE) at the Cherry Capital Airport in Traverse City, Michigan. The contract term remains unchanged, September 7, 2006, through September 6, 2026. The revised contract amount will be \$3,965,855. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$3,621,166	\$29,312	\$3,650,478
State Bond Funds	\$ 98,375	\$ 771	\$ 99,146
NRAC Funds	<u>\$ 215,459</u>	<u>\$ 772</u>	<u>\$ 216,231</u>
Total	<u>\$3,935,000</u>	<u>\$30,855</u>	<u>\$3,965,855</u>

Criticality: The additional funding will cover the higher than anticipated costs of constructing the SRE building. The building will provide a facility for storing and maintaining the airport's SRE, in accordance with FAA Standards.

Purpose/Business Case: To increase the contract amount by \$30,855 to cover higher than anticipated costs associated with the construction of the SRE building.

Benefit: Will provide the funding needed to complete the work and close the project.

Funding Source: 92% FAA Funds; 2.5% State Bond Funds; 5.5% NRAC Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not approving the amendment is that the project could not be completed as planned. The NRAC would be responsible for the additional costs. The airport commission cannot afford the additional cost at this time without federal and state participation

Cost Reduction: The project was let locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49686.

6. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount

Amendatory Contract (2007-0492/A2) between MDOT and the Michigan Department of Military and Veterans Affairs (MDMVA) will add phase 2 of the construction of the civilian entrance road, parking lot, connector taxiway, and taxistreets and the update of the airport layout plan (ALP) to the project and will increase the contract amount by \$187,500. The original contract provides for the design and construction of a civilian entrance road, parking lot, connector taxiway, and taxistreets and for the construction of a t-hangar and a terminal building at the Grayling Army Airfield in Grayling, Michigan. The contract term remains unchanged, May 3, 2007, through May 2, 2027. The revised contract amount will be \$729,050. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$433,240	\$150,000	\$583,240
State Bond Funds	\$ 94,771	\$ 32,812	\$127,583
MDMVA Funds	<u>\$ 13,539</u>	<u>\$ 4,688</u>	<u>\$ 18,227</u>
Total	<u>\$541,550</u>	<u>\$187,500</u>	<u>\$729,050</u>

Criticality: The project is phase 2 of a multi-phase project. This project will provide a facility specifically for general aviation, separate from army operations, at the airport, which currently utilizes one aviation site. The army is establishing clear boundaries between army use and general use for security reasons.

Purpose/Business Case: To increase the contract amount by \$187,500 to add phase 2 construction of the civilian entrance road, parking lot, connector taxiway, and taxi streets and the update of the ALP to the project.

Benefit: This project will provide the airport with a resource to generate revenue to support more independent operations and possible future projects. This project will also improve safety and security for both general aviation and army aviation. The ALP update will meet current FAA standards and requirements.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% MDMVA Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not approving the amendment is the loss of federal funds for the additional work items at this airport.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49739.

7. ***AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount**

Amendatory Contract (2008-0079/A1) between MDOT and the Frankfort City-County Airport Authority (FCCAA) will add the purchase of airport user survey data from FlightAware Software to the project and will increase the contract amount by \$3,300. The original contract provides for the conduct of an airport user survey at the Dow Memorial Airport in Frankfort, Michigan. The contract term remains unchanged, December 28, 2007, through December 27, 2010. The revised contract amount will be \$25,300. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$17,600	\$2,640	\$20,240
State Bond Funds	\$ 3,850	\$ 577	\$ 4,427
FCCAA Funds	\$ 550	\$ 83	\$ 633
Total	<u>\$22,000</u>	<u>\$3,300</u>	<u>\$25,300</u>

Criticality: The airport user survey will help to determine the types of aircraft that use or will use the airport. This information is critical for airport design purposes and will be used to help determine future construction needs. Delaying the project could hinder local planning efforts and future construction projects.

Purpose/Business Case: To increase the contract amount by \$3,300 to add the purchase of airport user survey data from FlightAware Software to the project and the incorporation of this data into the user survey documentation.

Benefit: Will provide for the purchase of the user survey data needed to complete the project.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% FCCAA Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the amendment is not approved, the project cannot be completed as planned. The FCCAA would be responsible for the additional costs. The airport authority cannot afford the additional cost at this time without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49635.

8. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Crack Sealing and Paint Marking
Contract (2008-0291) between MDOT and the South Haven Area Regional Airport Authority (SHARAA) will provide federal and state grant funds for airport crack sealing and paint marking at the South Haven Area Regional Airport in South Haven, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$20,000. Source of Funds: FAA Funds (via block grant) - \$16,000; State Bond Funds - \$3,500; SHARAA Funds - \$500.

Criticality: The FAA requires that airport pavements be marked with paint to indicate the centers and edges of runways, taxiways, and aprons; aircraft stopping points; and runway approaches. The FAA also requires that pavement cracks be sealed to extend pavement life and reduce the need for repairs and costly rehabilitation. Delaying these projects could impact airport safety.

Purpose/Business Case: To provide for airport crack sealing and paint marking.

Benefit: Will enhance airport safety.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% SHARAA Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were eight bidders for crack sealing and four bidders for paint marking.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49090.

9. *AERONAUTICS AND FREIGHT (Aeronautics) - Maintenance of Automated Weather Observation System

Contract (2008-0419) between MDOT and the City of Midland will provide for the operation and maintenance of an automated weather observation system (AWOS) at the Jack Barstow Airport in Midland, Michigan. The contract will be in effect from the date of award through July 31, 2010. The City of Midland will pay MDOT 50 percent of the cost of operating and maintaining the system upon being invoiced by MDOT. The annual cost to maintain the system is estimated at \$3,842. Source of Funds: 50% State Restricted Aeronautics Funds and 50% City of Midland Funds.

Criticality: The AWOS is an electronic system that measures weather conditions and reports them through the internet and telephone connections. The system provides essential weather data to pilots for making flight decisions and to the National Weather Service for its coverage of the conditions across the country. This contract will provide for the proper operation and maintenance of the system, in accordance with Federal Aviation Administration (FAA) standards and guidelines. Delaying this project could impact airport safety.

Purpose/Business Case: To establish MDOT and City of Midland responsibilities for cost sharing and maintenance of the AWOS.

Benefit: Will enhance airport safety and the efficiency of flights in the Midland area. The contract will ensure that the system is properly maintained, which will ensure that the benefits continue.

Funding Source: 50% State Restricted Aeronautics Funds and 50% City of Midland Funds.

Commitment Level: Local costs are based on average maintenance expenses for similar AWOS throughout the state.

Risk Assessment: If the maintenance associated with this contract is not performed or is not performed properly, the FAA would insist that the system be shut down and removed from service. This would reduce the safety and efficiency of flights in the Midland area.

Cost Reduction: Maintenance costs are estimated based on average costs for similar systems throughout the state. The City of Midland will be invoiced based on its 50 percent share of actual expenses incurred by MDOT while conducting maintenance of the system at Midland.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48640.

10. *AERONAUTICS AND FREIGHT (Aeronautics) - Operation and Maintenance of Weather Dissemination System

Contract (2008-0421) between MDOT and the City of Midland will provide for the operation and maintenance of a system for long line dissemination of aviation weather reports at the Jack Barstow Airport in Midland, Michigan. The contract will be in effect from the date of award through July 31, 2010. The City of Midland will pay MDOT 50 percent of the costs of operating and maintaining the system upon being invoiced by MDOT. The annual cost to operate and maintain the system is estimated at \$1,500. Source of Funds: 50% State Restricted Aeronautics Funds and 50% City of Midland Funds.

Criticality: The purpose of the long line weather report dissemination system is to enhance the safety and efficiency of flights in the Midland area and to improve the accuracy of weather forecasts throughout the state. This contract will provide for the proper operation and maintenance of the system, in accordance with Federal Aviation Administration (FAA) standards and guidelines. Delaying this project could impact airport safety.

Purpose/Business Case: To establish MDOT and City of Midland responsibilities for cost sharing and maintenance of the long line dissemination system.

Benefit: Will enhance airport safety and improve the accuracy of weather forecasts throughout the state. The contract will ensure that the system is properly maintained, which will ensure that the benefits continue.

Funding Source: 50% State Restricted Aeronautics Funds and 50% City of Midland Funds.

Commitment Level: Local costs are based on current established contract pricing from an outside vendor that provides weather data collection and weather data dissemination services statewide.

Risk Assessment: The risks of not approving this contract are reduced safety and efficiency of flights in the Midland area and reduced accuracy of weather forecasts.

Cost Reduction: Certain maintenance costs are established by the outside vendor for services provided.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48640.

11. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2008-0433) between MDOT and the City of Lapeer will provide federal and state grant funds for the land acquisition costs for parcels E7, E8, E9, and E11 at the Dupont-Lapeer Airport in Lapeer, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$117,095. Source of Funds: FAA Funds (via block grant) - \$111,240; State Restricted Aeronautics Funds - \$2,927; Mayfield Township Funds - \$2,928.

Criticality: All land acquisitions and easements are federally mandated to meet FAA safety requirements. It is required that all airports control runway protection zones. The property acquisitions will allow the airport to meet this federal requirement for safety.

Purpose/Business Case: To provide for the land acquisition costs for parcels E7, E8, E9, and E11. The costs include condemnation expenses (attorney fees, court-awarded damages, and other related contingencies).

Benefit: The court-ordered settlement will allow the land to be purchased and the airport to keep the approaches to the runway clear of obstructions.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Mayfield Township Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The amount was determined by a court-ordered settlement and is not negotiable.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48446.

12. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Apron Rehabilitation

Contract (2008-0434) between MDOT and the Capital Region Airport Authority (CRAA) will provide federal and state grant funds for the design of the apron rehabilitation at the Mason-Jewett Field in Mason, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$13,000. Source of Funds: FAA Funds (via block grant) - \$10,400; State Bond Funds - \$2,275; CRAA Funds - \$325.

Criticality: The existing apron is in poor condition and in need of rehabilitation. This will reduce the potential for loose material to be ingested into jet engines, which could result in damages requiring costly repairs or in injuries to ground personnel. A delay in the project could impact airport safety.

Purpose/Business Case: To provide for the development of engineering plans for the rehabilitation of the apron.

Benefit: Will provide a design that meets all federal and state safety and airport design standards.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% CRAA Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48854.

13. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2008-0435) between MDOT and the Village of Sparta will provide federal and state grant funds for the land acquisition costs of parcels E15 through E27 and parcel E107 at the Paul C. Miller-Sparta Airport in Sparta, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$284,111. Source of Funds: FAA Funds (via block grant) - \$269,905; State Restricted Aeronautics Funds - \$7,103; Village of Sparta Funds - \$7,103.

Criticality: All land acquisition and easements are federally mandated to meet FAA safety requirements. It is required that all airports control runway protection zones. The easements will allow the airport to meet this federal requirement for safety. Delaying the project could pose safety issues for the airport.

Purpose/Business Case: To provide for the land acquisition costs for parcels E15 through E27 and parcel E107. The costs include parcel and closing costs.

Benefit: Will enhance airport safety by allowing the airport to maintain an obstruction-free approach.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Village of Sparta Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49345.

14. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Crack Sealing and Paint Marking

Contract (2008-0436) between MDOT and the City of Sandusky will provide federal and state grant funds for airport crack sealing and paint marking at the Sandusky City Airport in Sandusky, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$24,000. Source of Funds: FAA Funds (via block grant) - \$19,200; State Bond Funds - \$4,200; City of Sandusky Funds - \$600.

Criticality: The FAA requires that airport pavements be marked with paint to indicate the centers and edges of runways, taxiways, and aprons; aircraft stopping points; and runway approaches. The FAA also requires that pavement cracks be sealed to extend pavement life and reduce the need for repairs and costly rehabilitation. Delaying these projects could impact airport safety.

Purpose/Business Case: To provide for airport crack sealing and paint marking.

Benefit: Will enhance airport safety.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Sandusky Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were eight bidders for crack sealing and four bidders for paint marking.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48471.

15. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Crack Sealing

Contract (2008-0437) between MDOT and the Oscoda-Wurtsmith Airport Authority (OWAA) will provide federal and state grant funds for airport crack sealing at the Oscoda-Wurtsmith Airport in Oscoda, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$100,000. Source of Funds: FAA Funds (via block grant) - \$80,000; State Bond Funds - \$17,500; OWAA Funds - \$2,500.

Criticality: The FAA requires that pavement cracks be sealed to extend pavement life and reduce the need for repairs and costly rehabilitation. Delaying this project could impact airport safety.

Purpose/Business Case: To provide for airport crack sealing.

Benefit: Will enhance airport safety.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% OWAA Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were eight bidders.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48750.

16. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2008-0438) between MDOT and the Shiawassee Airport Board will provide federal and state grant funds for the land acquisition costs of parcels E60 and E61 at the Owosso Community Airport in Owosso, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$80,000. Source of Funds: FAA Funds (via block grant) - \$76,000; State Restricted Aeronautics Funds - \$2,000; Shiawassee Airport Board Funds - \$2,000.

Criticality: All land acquisitions and easements are federally mandated to meet FAA safety requirements. It is required that all airports control runway protection zones. The property acquisitions will allow the airport to meet this federal requirement for safety.

Purpose/Business Case: To provide for the land acquisition costs for parcels E60 and E61. The costs include condemnation expenses (parcel costs and attorney and expert witness fees).

Benefit: By acquiring the easement rights, the airport will be able to clear the existing obstructions to the approach and control the runway protection zones.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Shiawassee Airport Board Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48867.

17. AERONAUTICS AND FREIGHT (Aeronautics) – Update of Exhibit A Property Map

Contract (2008-0439) between MDOT and the City of Clare will provide federal and state grant funds for the update of the Exhibit A property map at the Clare Municipal Airport in Clare, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$25,000. Source of Funds: FAA Funds (via block grant) - \$20,000; State Restricted Aeronautics Funds - \$4,375; City of Clare Funds - \$625.

Criticality: An updated Exhibit A property map is required before the airport can receive FAA entitlement monies. This project must be completed prior to the initiation of any further airport improvement or safety projects.

Purpose/Business Case: To provide for the update of the Exhibit A property map.

Benefit: Will benefit the airport sponsor and surrounding property owners by defining the boundaries of the airport property and identifying any federal safety area and airspace requirements not controlled by the airport.

Funding Source: 80% FAA Funds; 17.5% State Restricted Aeronautics Funds; 2.5% City of Clare Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48617.

18. AERONAUTICS AND FREIGHT (Aeronautics) - Exhibit A Update and Land Acquisition

Contract (2008-0440) between MDOT and the Oscoda County Board of Commissioners will provide federal and state grant funds for the update of the Exhibit A property map and for the land acquisition costs of parcels 3, 4, and 5 at the Oscoda County Airport in Mio, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$131,500. Source of Funds: FAA Funds (via block grant) - \$105,200; State Bond Funds - \$23,012; Oscoda County Funds - \$3,288.

Criticality: An updated Exhibit A property map is required before the airport can receive FAA entitlement monies. The updated property map must be completed prior to the initiation of any further airport improvement or safety projects. All land acquisitions are federally mandated to meet FAA safety requirements. It is required that all airports control runway protection zones. The property acquisitions will allow the airport to meet this federal requirement for safety.

Purpose/Business Case: To provide for the update of the Exhibit A property map and for the land acquisition costs of parcels 3, 4, and 5. The land costs will include preliminary interviews, appraisals and appraisal reviews, negotiations, relocation services, and parcel and closing costs.

Benefit: Updating the Exhibit A property map will benefit the airport sponsor and surrounding property owners by defining the boundaries of airport property and identifying any federal safety area and airspace requirements not controlled by the airport. The property acquisitions will enhance airport safety by allowing the airport to maintain an obstruction-free approach.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Oscoda County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contracts were reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48647.

19. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements

Contract (2008-0441) between MDOT and the St. Clair County Board of Commissioners will provide federal and state grant funds for approach clearing and for airport crack sealing and paint marking at the St. Clair County International Airport in Port Huron, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$52,500. Source of Funds: FAA Funds (via block grant) - \$49,875; State Restricted Aeronautic Funds - \$1,312; St. Clair County Funds - \$1,313.

Criticality: The clearing will provide the flying public with an unobstructed approach to the runway, as mandated by the FAA. In addition, the FAA requires that airport pavements be marked with paint and that pavement cracks be sealed. The paint markings indicate the centers and edges of runways, taxiways, and aprons; aircraft stopping points; and runway approaches. The sealing of the pavement cracks will extend the pavement life and reduce the need for repairs and costly rehabilitation. Delaying these projects could impact airport safety.

Purpose/Business Case: To provide for approach clearing and for airport crack sealing and paint marking.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% St. Clair County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were eight bidders for crack sealing and four bidders for paint marking. The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48074.

20. AERONAUTICS AND FREIGHT (Aeronautics) - Rehabilitation of Taxiways

Contract (2008-0442) between MDOT and the Township of Grosse Ile will provide federal and state grant funds for the rehabilitation of taxiways C, E, and F, including the medium intensity taxiway lighting (MITL), at the Grosse Ile Municipal Airport in Grosse Ile, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$2,300,000. Source of Funds: FAA Funds (via block grant) - \$2,185,000; State Restricted Aeronautics Funds - \$57,500; Township of Grosse Ile Funds - \$57,500.

Criticality: The existing taxiway pavements are in poor condition and in need of rehabilitation. This will reduce the potential for loose material to be ingested into jet engines, which could result in damages requiring costly repairs or in injuries to ground personnel. Delaying the project could impact airport safety.

Purpose/Business Case: To provide for the rehabilitation of taxiways C, E, and F, including MITL.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Township of Grosse Ile Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were seven bidders.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48138.

21. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Seaplane Base

Contract (2008-0443) between MDOT and the City of Bay City will provide federal and state grant funds for the design of a seaplane base at the James Clements Airport in Bay City, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$32,500. Source of Funds: FAA Funds (via block grant) - \$30,875; State Restricted Aeronautics Funds - \$812; City of Bay City Funds - \$813.

Criticality: This project will update the existing deteriorated equipment, reduce potentially negative environmental impacts, and improve overall safety. This is the only seaplane base in the state of Michigan; delaying the project could impact operational safety of the airport.

Purpose/Business Case: To provide for the development of engineering plans for the construction of a seaplane base.

Benefit: This project will provide a design that meets all federal and state safety and airport design standards.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% City of Bay City Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48708.

22. AERONAUTICS AND FREIGHT (Aeronautics) - Design and Construction of T-Hangar

Contract (2008-0444) between MDOT and the Ionia County Board of Commissioners will provide federal and state grant funds for the design and construction of a ten-unit t-hangar at the Ionia County Airport in Ionia, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$538,478. Source of Funds: FAA Funds (via block grant) - \$430,782; State Bond Funds - \$94,233; Ionia County Funds - \$13,463.

Criticality: The t-hangars will provide individuals and small businesses with housing for their aircraft. These individuals and businesses are currently on a waiting list for the t-hangars to be constructed. This project will provide a revenue-generating resource for the airport, allowing it to be more self-sufficient. A delay could force the airport to house aircraft at other airports, losing potential revenue.

Purpose/Business Case: To provide for the design and construction of a ten-unit t-hangar.

Benefit: Will allow the airport to generate revenue to support more independent operations and possible future projects. This project also will provide locally-based aircraft housing and protection from the environment.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Ionia County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction will be let locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48846.

23. *AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2008-0445) between MDOT, the St. James Township, and the Township of Peaine will provide federal and state grant funds for the land acquisition costs of parcel 6 at the Beaver Island Airport on Beaver Island, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$300,000. Source of Funds: FAA Funds (via block grant) - \$240,000; State Bond Funds - \$52,500; St. James Township and Township of Peaine Funds - \$7,500.

Criticality: All land acquisitions and easements are federally mandated to meet FAA safety requirements. It is required that all airports control runway protection zones. The property acquisition will allow the airport to meet this federal requirement for safety.

Purpose/Business Case: To provide for the land acquisition costs of parcel 6. The costs include parcel cost, closing costs, and potential condemnation-related expenses.

Benefit: Acquiring the property will allow the airport to clear the existing obstructions to the approach and control the runway protection zones.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% St. James Township and Township of Peaine Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49782.

24. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (23001-103815) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad, Inc. (GTW), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Hall Road in Eaton County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Eaton County Road Commission and approved on May 30, 2008. The total cost of the project is estimated at \$240,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$144,000; FY 2008 State Restricted Trunkline Funds - \$96,000.

Criticality: In May 2008, members of a review team determined that flashing-light signals and half-roadway gates needed to be installed to provide appropriate warning for motorists.

Purpose/Business Case: The project will provide for the addition of half-roadway gates and flashing-light signals at the existing grade crossing of GTW with Hall Road in Eaton County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Eaton County Road Commission, GTW, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. FHWA Funds- \$144,000; FY 2008 State Restricted Trunkline Funds- \$96,000.

Commitment Level: The contract cost is based on GTW's field estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, the identified safety risks will not be addressed.

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Eaton County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49021.

25. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (50003-103817) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad, Inc. (GTW), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of 25 Mile Road in Macomb County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Macomb County Road Commission and approved on June 5, 2008. The total cost of the project is estimated at \$180,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$108,000; FY 2008 State Restricted Trunkline Funds - \$72,000.

Criticality: In June 2008, members of a review team determined that flashing-light signals and half-roadway gates needed to be installed to provide appropriate warning for motorists.

Purpose/Business Case: The project will provide for the addition of half-roadway gates and flashing-light signals at the existing grade crossing of GTW with 25 Mile Road in Macomb County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Macomb County Road Commission, GTW, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. FHWA Funds- \$108,000; FY 2008 State Restricted Trunkline Funds- \$72,000.

Commitment Level: The contract cost is based on GTW's field estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, the identified safety risks will not be addressed.

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Macomb County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48051.

26. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (50003-103836) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad, Inc. (GTW), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Bates Road in Macomb County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Macomb County Road Commission and approved on June 5, 2008. The total cost of the project is estimated at \$200,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$120,000; FY 2008 State Restricted Trunkline Funds - \$80,000.

Criticality: In June 2008, members of a review team determined that flashing-light signals and half-roadway gates needed to be installed to provide appropriate warning for motorists.

Purpose/Business Case: The project will provide for the addition of half-roadway gates and flashing-light signals at the existing grade crossing of GTW with Bates Road in Macomb County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Macomb County Road Commission, GTW, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. FHWA Funds- \$120,000; FY 2008 State Restricted Trunkline Funds- \$80,000.

Commitment Level: The contract cost is based on GTW's field estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, the identified safety risks will not be addressed.

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Macomb County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48051.

27. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (50006-103822) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad, Inc. (GTW), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Lowe Plank Road in Macomb County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Macomb County Road Commission and approved on June 5, 2008. The total cost of the project is estimated at \$180,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$108,000; FY 2008 State Restricted Trunkline Funds - \$72,000.

Criticality: In June 2008, members of a review team determined that flashing-light signals and half-roadway gates needed to be installed to provide appropriate warning for motorists.

Purpose/Business Case: The project will provide for the addition of half-roadway gates and flashing-light signals at the existing grade crossing of GTW with Lowe Plank Road in Macomb County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Macomb County Road Commission, GTW, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. FHWA Funds- \$108,000; FY 2008 State Restricted Trunkline Funds- \$72,000.

Commitment Level: The contract cost is based on GTW's field estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, the identified safety risks will not be addressed.

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Macomb County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48050.

28. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (50009-103819) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad Inc. (GTW), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Pound Road in Macomb County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Macomb County Road Commission and approved on June 5, 2008. The total cost of the project is estimated at \$180,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$108,000; FY 2008 State Restricted Trunkline Funds - \$72,000.

Criticality: In June 2008, members of a review team determined that flashing-light signals and half-roadway gates needed to be installed to provide appropriate warning for motorists.

Purpose/Business Case: The project will provide for the addition of half-roadway gates and flashing-light signals at the existing grade crossing of GTW with Pound Road in Macomb County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Macomb County Road Commission, GTW, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. FHWA Funds- \$108,000; FY 2008 State Restricted Trunkline Funds- \$72,000.

Commitment Level: The contract cost is based on GTW's field estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, the identified safety risks will not be addressed.

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Macomb County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48062.

29. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (58012-103805) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad, Inc. (GTW), will provide funding for the installation of new flashing-light signals, one half-roadway gate, one cantilever, and all necessary appurtenances at GTW's grade crossing of Kelly Road in Monroe County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on May 29, 2008. The total cost of the project is estimated at \$220,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$132,000; FY 2008 State Restricted Trunkline Funds - \$88,000.

Criticality: In May 2008, members of a review team determined that the existing passive warning devices needed to be replaced by flashing-light signals, one half-roadway gate, one cantilever, and all necessary appurtenances to provide appropriate warning for motorists. An administrative order has been issued mandating that GTW make the safety enhancements.

Purpose/Business Case: The project will provide for the installation of flashing-light signals, one half-roadway gate, one cantilever, and all necessary appurtenances at the existing grade crossing of GTW with Kelly Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Monroe County Road Commission, GTW, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. FHWA Funds- \$132,000; FY 2008 State Restricted Trunkline Funds- \$88,000.

Commitment Level: The contract cost is based on GTW's field estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, the identified safety risks will not be addressed.

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Monroe County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48145.

30. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (58012-103848) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad, Inc. (GTW), will provide funding for the installation of new flashing-light signals, one half-roadway gate, and all necessary appurtenances at GTW's grade crossing of Mortar Creek Road in Monroe County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on May 29, 2008. The total cost of the project is estimated at \$220,000. Source of Funds: Federal Highway Administration Funds (FHWA) - \$132,000; FY 2008 State Restricted Trunkline Funds - \$88,000.

Criticality: In May 2008, members of a review team determined that the existing passive warning devices needed to be replaced by flashing-light signals, one half-roadway gate, and all necessary appurtenances to provide appropriate warning for motorists.

Purpose/Business Case: The project will provide for the installation of flashing-light signals, one half-roadway gate, and all necessary appurtenances at the existing grade crossing of GTW with Mortar Creek Road in Monroe County, Michigan. This work is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance public safety as determined necessary by representatives of the Monroe County Road Commission, GTW, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. FHWA Funds - \$132,000; FY 2008 State Restricted Trunkline Funds - \$88,000.

Commitment Level: The authorization amount is based on GTW's field estimate and will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, the identified safety risks will not be addressed.

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Monroe County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48161.

31. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (58043-103801) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad, Inc. (GTW), will provide funding for the installation of flashing-light signals, one half-roadway gate, and all necessary appurtenances at GTW's grade crossing of Ready Road in the village of South Rockwood, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Village of South Rockwood and approved on May 29, 2008. The total cost of the project is estimated at \$180,000. Source of Funds: Federal Highway Administration Funds (FHWA) - \$108,000; FY 2008 State Restricted Trunkline Funds - \$72,000.

Criticality: In May 2008, members of a review team determined that the existing passive warning devices needed to be replaced by flashing-light signals, one half-roadway gate, and all necessary appurtenances to provide appropriate warning for motorists.

Purpose/Business Case: The project will provide for the installation of flashing-light signals, one half-roadway gate, and all necessary appurtenances at the existing grade crossing of GTW with Ready Road in the village of South Rockwood, Michigan. This work is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance public safety as determined necessary by representatives of the Village of South Rockwood, GTW, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. FHWA Funds - \$108,000; FY 2008 State Restricted Trunkline Funds - \$72,000.

Commitment Level: The contract cost is based on GTW's field estimate and will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, the identified safety risks will not be addressed.

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Village of South Rockwood.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48179.

32. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (77017-103889) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad, Inc. (GTW), will provide funding for the installation of flashing-light signals at the grade crossing of Pine River Road in St. Clair County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the St. Clair County Road Commission and approved on June 17, 2008. The total cost of the project is estimated at \$150,000. Source of Funds: Federal Highway Administration Funds - \$90,000 and FY 2008 State Restricted Trunkline Funds - \$60,000.

Criticality: In June 2008, members of a review team determined that flashing-light signals needed to be installed to provide appropriate warning for motorists.

Purpose/Business Case: The project will provide for the addition of flashing-light signals at the existing grade crossing of GTW with Pine River Road in St. Clair County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the St. Clair County Road Commission, GTW, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds- \$90,000 and FY 2008 State Restricted Trunkline Funds- \$60,000.

Commitment Level: The contract cost is based on GTW's field estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, the identified safety risks will not be addressed.

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the St. Clair County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48074.

33. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work
Authorization (58001-103847) under Master Agreement (94-0805), dated April 24, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of new flashing-light signals, half-roadway gates, and all necessary appurtenances at CSX's grade crossing of North Stoney Creek Road in Monroe County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on June 11, 2008. The total cost of the project is estimated at \$220,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$132,000; FY 2008 State Restricted Trunkline Funds - \$88,000.

Criticality: In June 2008, members of a review team determined that the existing passive warning devices needed to be replaced by flashing-light signals, half-roadway gates and all necessary appurtenances to provide appropriate warning for motorists.

Purpose/Business Case: The project will provide for the installation of flashing-light signals, half-roadway gates, and all necessary appurtenances at the existing grade crossing of CSX with North Stoney Creek Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Monroe County Road Commission, CSX, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and MCLA 247.660 (1)(a), respectively. FHWA Funds- \$132,000; FY 2008 State Restricted Trunkline Funds- \$88,000.

Commitment Level: The contract cost is based on CSX's field estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, the identified safety risks will not be addressed.

Cost Reduction: The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Monroe County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48162.

34. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work
Authorization (46012-103843) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the installation of new flashing-light signals, half-roadway gates, and all necessary appurtenances at NS's grade crossing of West Mulberry Road in Lenawee County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Lenawee County Road Commission and approved on June 5, 2008. The total cost of the project is estimated at \$180,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$108,000; FY 2008 State Restricted Trunkline Funds - \$72,000.

Criticality: In June 2008, members of a review team determined that the existing passive warning devices needed to be replaced by flashing-light signals, half-roadway gates, and all necessary appurtenances to provide appropriate warning for motorists.

Purpose/Business Case: The project will provide for the installation of flashing-light signals, half-roadway gates, and all necessary appurtenances at the existing grade crossing of NS with West Mulberry Road in Lenawee County, Michigan. This work is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance public safety as determined necessary by representatives of the Lenawee County Road Commission, NS, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. FHWA Funds - \$108,000; FY 2008 State Restricted Trunkline Funds - \$72,000.

Commitment Level: The contract cost is based on NS's field estimate and will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, the identified safety risks will not be addressed.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Lenawee County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49256.

35. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (46016-103842) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the installation of new flashing-light signals, half-roadway gates, and all necessary appurtenances at NS's grade crossing of Pocklington Road in Lenawee County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Lenawee County Road Commission and approved on June 5, 2008. The total cost of the project is estimated at \$180,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$108,000; FY 2008 State Restricted Trunkline Funds - \$72,000.

Criticality: In June 2008, members of a review team determined that the existing passive warning devices needed to be replaced by flashing-light signals, half-roadway gates, and all necessary appurtenances to provide appropriate warning for motorists.

Purpose/Business Case: The project will provide for the installation of flashing-light signals, half-roadway gates, and all necessary appurtenances at the existing grade crossing of NS with Pocklington Road in Lenawee County, Michigan. This work is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance public safety as determined necessary by representatives of the Lenawee County Road Commission, NS, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. FHWA Funds - \$108,000; FY 2008 State Restricted Trunkline Funds - \$72,000.

Commitment Level: The contract cost is based on NS's field estimate and will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, the identified safety risks will not be addressed.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Lenawee County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49229.

36. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (46020-103845) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the installation of new flashing-light signals, half-roadway gates, and all necessary appurtenances at NS's grade crossing of Bryant Road in Lenawee County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Lenawee County Road Commission and approved on June 5, 2008. The total cost of the project is estimated at \$180,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$108,000; FY 2008 State Restricted Trunkline Funds - \$72,000.

Criticality: In June 2008, members of a review team determined that the existing passive warning devices needed to be replaced by flashing-light signals, half-roadway gates, and all necessary appurtenances to provide appropriate warning for motorists.

Purpose/Business Case: The project will provide for the installation of flashing-light signals, half-roadway gates, and all necessary appurtenances at the existing grade crossing of NS with Bryant Road in Lenawee County, Michigan. This work is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance public safety as determined necessary by representatives of the Lenawee County Road Commission, NS, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. FHWA Funds - \$108,000; FY 2008 State Restricted Trunkline Funds - \$72,000.

Commitment Level: The contract cost is based on NS's field estimate and will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, the identified safety risks will not be addressed.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Lenawee County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49279.

37. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (58003-103838) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the installation of new flashing-light signals, half-roadway gates, and all necessary appurtenances at NS's grade crossing of Labo Road in Monroe County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on June 4, 2008. The total cost of the project is estimated at \$180,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$108,000; FY 2008 State Restricted Trunkline Funds - \$72,000.

Criticality: In June 2008, members of a review team determined that the existing passive warning devices needed to be replaced by flashing-light signals, half-roadway gates, and all necessary appurtenances to provide appropriate warning for motorists. An administrative order has been issued mandating that NS make the safety enhancements.

Purpose/Business Case: The project will provide for the installation of flashing-light signals, half-roadway gates, and all necessary appurtenances at the existing grade crossing of NS with Labo Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Monroe County Road Commission, NS, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. FHWA Funds- \$108,000; FY 2008 State Restricted Trunkline Funds- \$72,000.

Commitment Level: The contract cost is based on NS's field estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, the identified safety risks will not be addressed.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Monroe County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48166.

38. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (58012-103803) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the installation of new flashing-light signals, one half-roadway gate, and all necessary appurtenances at NS's two-track grade crossing of Kelly Road in Monroe County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on May 29, 2008. The total cost of the project is estimated at \$275,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$165,000; FY 2008 State Restricted Trunkline Funds - \$110,000.

Criticality: In June 2008, members of a review team determined that the existing passive warning devices needed to be replaced by flashing-light signals, one half-roadway gate, and all necessary appurtenances to provide appropriate warning for motorists. An administrative order has been issued mandating that NS make the safety enhancements.

Purpose/Business Case: The project will provide for the installation of flashing-light signals, one half-roadway gate, and all necessary appurtenances at the existing two-track grade crossing of NS with Kelly Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Monroe County Road Commission, NS, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. FHWA Funds- \$165,000; FY 2008 State Restricted Trunkline Funds- \$110,000.

Commitment Level: The contract cost is based on NS's field estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, the identified safety risks will not be addressed.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Monroe County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48145.

39. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (58012-103813) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the installation of new flashing-light signals, one half-roadway gate, and all necessary appurtenances at NS's grade crossing of Mortar Creek Road in Monroe County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on May 29, 2008. The total cost of the project is estimated at \$180,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$108,000; FY 2008 State Restricted Trunkline Funds - \$72,000.

Criticality: In May 2008, members of a review team determined that the existing passive warning devices needed to be replaced by flashing-light signals, one half-roadway gate, and all necessary appurtenances to provide appropriate warning for motorists.

Purpose/Business Case: The project will provide for the installation of flashing-light signals, one half-roadway gate, and all necessary appurtenances at the existing grade crossing of NS with Mortar Creek Road in Monroe County, Michigan. This work is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance public safety as determined necessary by representatives of the Monroe County Road Commission, NS, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. FHWA Funds - \$108,000; FY 2008 State Restricted Trunkline Funds - \$72,000.

Commitment Level: The contract cost is based on NS's field estimate and will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, the identified safety risks will not be addressed.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Monroe County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48161.

40. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (58012-103846) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the installation of new flashing-light signals, half-roadway gates, and all necessary appurtenances at NS's grade crossing of Mortar Creek Road in Monroe County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on May 29, 2008. The total cost of the project is estimated at \$180,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$108,000; FY 2008 State Restricted Trunkline Funds - \$72,000.

Criticality: In May 2008, members of a review team determined that the existing passive warning devices needed to be replaced by flashing-light signals, half-roadway gates, and all necessary appurtenances to provide appropriate warning for motorists. An administrative order has been issued mandating that NS make the safety enhancements.

Purpose/Business Case: The project will provide for the installation of flashing-light signals, half-roadway gates, and all necessary appurtenances at the existing grade crossing of NS with Mortar Creek Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Monroe County Road Commission, NS, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. FHWA Funds- \$108,000; FY 2008 State Restricted Trunkline Funds- \$72,000.

Commitment Level: The contract cost is based on NS's field estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, the identified safety risks will not be addressed.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Monroe County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48161.

41. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (58043-103802) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the installation of new flashing-light signals, one half-roadway gate, and all necessary appurtenances at NS's grade crossing of Ready Road in the village of South Rockwood, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Village of South Rockwood and approved on May 29, 2008. The total cost of the project is estimated at \$180,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$108,000; FY 2008 State Restricted Trunkline Funds - \$72,000.

Criticality: In May 2008, members of a review team determined that the existing passive warning devices needed to be replaced by flashing-light signals, one half-roadway gate, and all necessary appurtenances to provide appropriate warning for motorists. An administrative order has been issued mandating that NS make the safety enhancements.

Purpose/Business Case: The project will provide for the installation of flashing-light signals, one half-roadway gate, and all necessary appurtenances at the existing grade crossing of NS with Ready Road in the village of South Rockwood, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Village of South Rockwood, NS, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. FHWA Funds- \$108,000 and FY 2008 State Restricted Trunkline Funds- \$72,000.

Commitment Level: The contract cost is based on NS's field estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, the identified safety risks will not be addressed.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Village of South Rockwood.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48179.

42. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work
Authorization (58066-103839) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the installation of new flashing-light signals, half-roadway gates, and all necessary appurtenances at NS's grade crossing of Franklin Street in the city of Monroe, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Monroe and approved on June 4, 2008. The total cost of the project is estimated at \$180,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$108,000; FY 2008 State Restricted Trunkline Funds - \$72,000.
- Criticality:** In June 2008, members of a review team determined that the existing passive warning devices needed to be replaced by flashing-light signals, half-roadway gates, and all necessary appurtenances to provide appropriate warning for motorists. An administrative order has been issued mandating that NS make the safety enhancements.
- Purpose/Business Case:** The project will provide for the installation of flashing-light signals, half-roadway gates, and all necessary appurtenances at the existing grade crossing of NS with Franklin Street in the city of Monroe, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.
- Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the City of Monroe, NS, and MDOT's Rail Safety Section.
- Funding Source:** Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. FHWA Funds- \$108,000; FY 2008 State Restricted Trunkline Funds- \$72,000.
- Commitment Level:** The contract cost is based on NS's field estimate. All costs will be paid on a force account basis.
- Risk Assessment:** If this authorization is not approved, the identified safety risks will not be addressed.
- Cost Reduction:** The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the City of Monroe.
- Selection:** N/A.
- New Project Identification:** This is an upgrade to an existing crossing.
- Zip Code:** 48161.
43. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work
Authorization (81002-103841) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the installation of new flashing-light signals, half-roadway gates, and all necessary appurtenances at NS's grade crossing of Talladay Road in Washtenaw County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Washtenaw County Road Commission and approved on June 5, 2008. The total cost of the project is estimated at \$180,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$108,000; FY 2008 State Restricted Trunkline Funds - \$72,000.
- Criticality:** In June 2008, members of a review team determined that the existing passive warning devices needed to be replaced by flashing-light signals, half-roadway gates, and all necessary appurtenances to provide appropriate warning for motorists.
- Purpose/Business Case:** The project will provide for the installation of flashing-light signals, half-roadway gates, and all necessary appurtenances at the existing grade crossing of NS with Talladay Road in Washtenaw County, Michigan. This work is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance public safety as determined necessary by representatives of the Washtenaw County Road Commission, NS, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. FHWA Funds - \$108,000; FY 2008 State Restricted Trunkline Funds - \$72,000.

Commitment Level: The contract cost is based on NS's field estimate and will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, the identified safety risks will not be addressed.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Washtenaw County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48190.

44. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (46014-103762) under Master Agreement (2006-5077), dated August 10, 2006, between MDOT and Adrian & Blissfield Rail Road Company (ADBF) will provide funding for the installation of flashing-light signals and all necessary appurtenances at the highway-railroad grade crossing of Deerfield Road in Lenawee County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Lenawee County Road Commission and approved on September 6, 2007. The total cost of the project is estimated at \$185,127.50. Source of Funds: Federal Highway Administration (FHWA) Funds - \$111,076.50; FY 2008 State Restricted Trunkline Funds - \$74,051.

Criticality: In September 2007, members of a review team determined that the existing passive warning devices needed to be replaced by flashing-light signals and all necessary appurtenances to provide appropriate warning for motorists. An administrative order has been issued mandating that ADBF make the safety enhancements.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and all necessary appurtenances at the existing grade crossing of ADBF with Deerfield Road in Lenawee County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Lenawee County Road Commission, ADBF, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and MCLA 247.660 (1)(a), respectively. FHWA Funds- \$111,076.50; FY 2008 State Restricted Trunkline Funds - \$74,051.

Commitment Level: The contract cost is based on ADBF's detailed estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, the identified safety risks will not be addressed.

Cost Reduction: The work will be performed by ADBF on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of ADBF and the Lenawee County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49221.

45. HIGHWAYS – Increase Services and Amount

Amendatory Contract (2000-0060/A11) between MDOT and HNTB Michigan, Inc., will provide for the performance of additional design services and will increase the contract amount by \$303,759.46. The additional work will include additional public involvement services, design modifications to accommodate a space for public art, and design services required to separate the landscaping and the Bagley Pedestrian Bridge work from one construction letting item (construction contract #4) to two construction letting items (construction contracts #5 and #6). The original contract provides for the design of I-75 and I-96 from West Grand Boulevard to the Conrail overpass (Ambassador Bridge Gateway Project) in Wayne County. The contract term remains unchanged, April 12, 2000, through January 6, 2010. The revised contract amount will be \$23,082,672.52. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: Continuous communication and the coordination of future construction lettings for this project are critical to the success of the project. This amendment will provide for increased public involvement for the remainder of the Ambassador Bridge Gateway Project and will allow one construction letting item to be divided into two parts. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: This amendment will provide for additional public involvement services, design modifications to accommodate a space for public art, and design services required to separate the landscaping and the Bagley Pedestrian Bridge work from one construction letting item (construction contract #4) to two construction letting items (construction contracts #5 and #6). The additional public involvement services will include additional public information meetings, newsletters, brochures, steering committee meetings, news conferences, website updates, and a project video. The design plans will include all drawings pertinent to the east and west aprons of the pedestrian bridge structure, including paving, retaining walls, steps, nodes, lighting, and electrical work. The additional design services include the work necessary to finalize the landscaping plans for the entire Ambassador Bridge Gateway Project and to create a stand-alone landscaping package.

Benefit: The division of one of the construction letting items into two construction letting items will provide better project coordination. Additional public involvement will allow MDOT and the other project partners to maintain communication with all key stakeholders and the public.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to approve this amendment would jeopardize the design schedule for the final portions of the project and the ongoing and additional public involvement strategies that are critical components of the overall project campaign.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48209.

46. HIGHWAYS - IDS University Research Services

Authorization Revision (Z13/R1) under Contract (2002-0532) between MDOT and Michigan State University (MSU) will reduce the authorization amount by \$20,000 and extend the authorization term by approximately five weeks to provide sufficient time for the university to complete the research services. The Midwestern Pavement Preservation Partnership (MPPP) is a pooled fund study involving many states, and MDOT is serving as the lead agency. The anticipated contribution from all the states was initially \$195,000. However, the amount actually contributed was \$175,000, so MSU agreed to a cost reduction. Additional time is needed to allow the university to conduct the annual workshop in September 2008 instead of in August 2008. The original authorization provides for the establishment of an ongoing regional forum for pavement preservation principles through the sharing and exchange of improvements in research, design, specifications, materials and construction practices; the promotion of the benefits of pavement preservation through education; and the application of the principles. The revised authorization term will be August 24, 2005, through September 30, 2008. The revised authorization amount will be \$175,000. The contract term is September 10, 2003, through September 9, 2006, or until the last authorization has expired, whichever is longer. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: It is critical that MDOT allow the MPPP conference to be conducted in September 2008, as is currently planned. Authorization (Z13) is in need of additional time in order to allow the university to complete research services. The time extension is critical because the original authorization expires on August 24, 2008. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To revise the authorization amount to reflect actual pooled fund contributions and to extend the authorization term by approximately five weeks to allow the university to complete the research services.

Benefit: The authorization will be reduced to the correct amount, the research services completed, and the conference conducted as planned.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the revision is not approved, the authorization amount will not be reduced to the correct amount, the research services will not be completed, and the conference will be in jeopardy.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision and for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

47. HIGHWAYS - Additional Services

Amendatory Contract (2005-0208/A4) between MDOT and HNTB Michigan, Inc., will provide for the performance of additional design and system manager services and will increase the contract amount by \$350,000. The original contract provides for design and system manager services to be performed for an Intelligent Transportation System (ITS) upgrade project along multiple corridors in Wayne, Oakland, and Macomb Counties. The amendment will provide for the continuation of oversight services for a related ITS integration contract, the review and approval of additional shop drawings, and the provision of recommendations to MDOT on project submittals reviewed. The contract term remains unchanged, May 20, 2005, through December 31, 2010. The revised contract amount will be \$2,439,806. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: It is critical that this amendment be approved to allow the oversight services to continue and the project to be completed. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for additional design and system manager oversight services for the ITS upgrade project in Wayne, Oakland, and Macomb Counties. The vendor providing integrator services is behind schedule, and MDOT requires the oversight services to continue until the project is completed.

Benefit: Will allow completion of system manager oversight services to ensure project coordination, specification approval, and functionality.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, the installation will not be activated, the project will be further delayed, and additional costs will be incurred due to lack of coordination and oversight.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48075.

48. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2007-0355) between MDOT and TBE Group (Michigan), Inc., will provide for Utility Quality Level and Subsurface Utility Engineering (SUE) investigation services to be performed on M-1 (Woodward Avenue) from Grand Boulevard to Jefferson Avenue in the city of Detroit, Wayne County (CS 82131 - JN 103607). The work will include obtaining permits, surveying visible above-ground utility facilities, and correlating the information with existing utility records. The authorization will be in effect from the date of award through December 13, 2009. The authorization amount will be \$284,597.67. The contract term is December 14, 2006, through December 13, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The Utility Quality Level and SUE investigation services will provide necessary information for the design and location of the proposed mass transit facility for Woodward Avenue. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: SUE provides accurate depictions of underground utilities. The process of collecting the data involves a variety of non-destructive methods of detecting the locations of underground facilities.

Benefit: The SUE data will provide the design engineer with important and accurate data with regard to underground utility facilities; this data is necessary to assess the impact a project may have on utility facilities within the project limits.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the work is not performed, accurate data about underground facilities may not be gathered, which could hinder plans for a proposed mass transit facility for Woodward Avenue. This project has the potential to attract significant private sector investment in this mass transit project.

Cost Reduction: Cost in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48226.

49. HIGHWAYS - Increase Services and Amount

Contract (2007-0406/A1) between MDOT and HNTB Michigan, Inc., will provide for the performance of additional design and survey services required for the replacement of the Gibson Drain culvert, the addition of sound walls required per the completed noise analysis, and the update of the bridge scope as determined necessary upon field review and will increase the contract amount by \$319,944.29. The additional work will include the design of sound wall and culvert replacements, a hydraulic survey at the culvert location, and changes to the current bridge design. The original contract provides for preliminary engineering design services to be performed for the widening and reconstruction of M-59 between Crooks Road and Ryan Road (two lanes in each direction), including repair work on nine associated bridges, in the cities of Troy, Sterling Heights, and Rochester Hills and in the township of Shelby, in Oakland and Macomb Counties (CSs 63043 and 50023 - JNs 55850C, 55850D, 55850E, 55850F, 55850G, 55850H, 55850I, 55850J, 55850K, and 55850L). The contract term remains unchanged, February 7, 2007, through December 31, 2010. The revised contract amount will be \$3,934,393.40. Source of Funds: 20.82% Federal Highway Administration Funds and 79.18% State Restricted Trunkline Funds.

Criticality: The project schedule could be jeopardized if the additional work does not begin as soon as possible. Therefore, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional design and survey services, including the design of sound wall and culvert replacements, a hydraulic survey at the culvert location, and changes to the current bridge design.

Benefit: This project will provide for increased roadway safety and improved pavement ride and will reduce long-term maintenance costs for this area.

Funding Source: 20.82% Federal Highway Administration Funds and 79.18% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not performed, alternate repairs and additional maintenance could be necessary, which would result in traffic disruptions. These disruptions could result in increased costs and user delays.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48075.

50. HIGHWAYS - Increase Services and Amount, Extend Term

Contract (2007-0478/A1) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for the performance of additional construction engineering services for the redesigned structures, will increase the contract amount by \$106,518.58, and will extend the contract term by one year to provide sufficient time for the consultant to complete the services. The additional services include project administration, inspection, staking, quality assurance testing and reporting, documentation of quantities, record-keeping, and finalizing all project documentation. The original contract provides for full construction engineering services to be performed for the coldmilling, patching, and resurfacing work on US-24 from US-12 to Joy Road and for the rehabilitation of structures S01-3 and S01-4 of 82062, B01, B02-1, B02-2, S01 and S02 of 82053 in the cities of Dearborn and Dearborn Heights, Wayne County (CSs 82053 and 82062 - JNs 58175A, 59067A, 59068A and 60333A). The revised contract term will be April 18, 2007, through September 1, 2009. The revised contract amount will be \$1,217,798.65. Source of Funds: 89.44% Federal Highway Administration (FHWA) Funds, 9.27% State Restricted Trunkline Funds, and 1.29% City of Detroit (Act 51) Funds.

* Denotes a non-standard contract/amendment

Criticality: Due to the existing bridge beams on the two bridges over Hines Drive being in poorer condition than originally believed, the FHWA directed a design change during construction from wearing surface replacement on existing beams to replacement of the beams and deck. This extended the project from the end of the 2007 construction season to the end of the 2008 construction season. The additional services must be approved so the construction oversight can be completed. Therefore, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional construction engineering oversight services.

Benefit: Will provide for the completion of the project of construction engineering services required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: 89.44% FHWA Funds, 9.27% State Restricted Trunkline Funds and 1.29% City of Detroit (Act 51) Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the services could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Cost in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48075.

51. HIGHWAYS - IDS Engineering Services

Authorization (Z29) under Contract (2007-0676) between MDOT and Wade Trim Associates, Inc., will provide for the performance of traffic signal modernization design services for 21 signalized intersections in the Grand Region (CS various - JN 102437C). The work items include the design and development of traffic signal contract plans, proposal packages, engineering documents, and related work necessary for the modernization of electronic traffic signal control devices. The authorization will be in effect from the date of award through August 21, 2010. The authorization amount will be \$124,950.52. The contract term is August 22, 2007, through August 21, 2010. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: The lack of signal modernization will keep outdated equipment in the field and limit optimal traffic flow. The safety of the public is directly related to the work of this authorization. Therefore, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of traffic signal modernization design services for 21 signalized intersections in the Grand Region (CS various - JN 102437C). Priorities are based on the age of the equipment and current maintenance issues.

Benefit: Traffic in the corridors will flow more effectively and efficiently, which will result in reduced user delays and associated costs. The primary benefit is to provide a safer driving environment by optimizing traffic flow.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to approve this authorization could result in user delays and the loss of federal funding. The lack of signal modernization would keep outdated equipment in the field and limit optimal traffic flow.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

52. HIGHWAYS - IDS Engineering Services

Authorization (Z20) under Contract (2007-0677) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for design services to be performed for enhancement improvements and the roadway rehabilitation/reconstruction of US-223 from Wellsville Highway easterly to Rodesiler Highway in the village of Blissfield, Lenawee County (CS 46062 - JN 84028C). The enhancement work includes trees, planters, benches, trash receptacles, sidewalk replacement, decorative paving, and decorative street lights. The rehabilitation/reconstruction work will include widening for a center left-turn lane and storm sewer, a two course hot mix asphalt (HMA) overlay with joint repair, minor drainage improvements, construction of a new drainage pump station, and replacement of slab culverts. The work items include preparing required plans, typical cross-sections, and performing surveys. The authorization will be in effect from the date of award through August 21, 2010. The authorization amount will be \$480,631.79. The contract term is August 22, 2007, through August 21, 2010. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: The rehabilitation of the US-223 corridor in Lenawee County is part of MDOT's Five Year Plan. In addition, evaluations of the county drain culvert crossings along US-223 have indicated the need to replace culverts. MDOT needs the expertise of the design consultant to assist in development of the plan documents. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for design services to be performed for enhancement improvements and the roadway rehabilitation/reconstruction of US-223 from Wellsville Highway easterly to Rodesiler Highway in the village of Blissfield, Lenawee County.

Benefit: Will improve pavement condition and drainage and provide a safer and more efficient roadway.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not performed, the pavement will continue to deteriorate; safety risks will continue; long-term maintenance, with its associated costs, will be required; and the strategy to improve the existing system and meet statewide condition goals will be jeopardized.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49228.

53. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2008-0086) between MDOT and Professional Service Industries, Inc., will provide for the performance of as-needed statewide concrete/pavement coring services. The work items include coring to measure and record pavement thickness, concrete compressive strength, and depth to reinforcing steel, when applicable. The authorization will be in effect from the date of award through January 21, 2011. The authorization amount will be \$114,005. The contract term is January 22, 2008, through January 21, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Concrete/pavement coring (sampling) is done to determine if newly-constructed pavements have the proper strength, thickness, and reinforcement. Coring is required by federal regulation and state specifications to provide information used to accept or reject new pavements on construction projects. This contract would provide services to core newly-constructed concrete pavements statewide on projects that are currently under construction. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide for the performance of as-needed statewide concrete/pavement coring services.

Benefit: Coring ensures that concrete pavements are built to specification. Under existing specifications, pavements slightly out of tolerance can still be accepted, but at a reduced cost. Pavements grossly out of tolerance are rejected.

Funding Source: Federal, state, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved and the coring services are not performed, federal funds could be withheld. In addition, slightly substandard pavements could be accepted and paid for at full cost if coring is not undertaken.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Best value.

New Project Identification: This is a new project.

Zip Code: 48909.

54. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2008-0131) between MDOT and Great Lakes Engineering Group, LLC, will provide for quality assurance/quality control (QA/QC) services to be performed for bridge safety inspections at various locations statewide in accordance with the National Bridge Inspection Standards (NBIS). The work items include holding project meetings, establishing and reviewing work plans, obtaining lists of structures with pertinent condition information, identifying the QC procedures, and holding pre-inspection meetings. The authorization will be in effect from the date of award through February 5, 2011. The authorization amount will be \$269,836.04. The contract term is February 6, 2008, through February 5, 2011. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: In accordance with state and federal law, each bridge under MDOT jurisdiction must be inspected in accordance with the NBIS. During regular inspections, deficiencies are found that require comprehensive in-depth investigations to be performed. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for QA/QC services to be performed for bridge safety inspections at various locations statewide in accordance with the NBIS.

Benefit: The authorization will provide for the performance of the QA activities and will ensure that bridge inspection QC is being performed in accordance with the requirements of the NBIS. The services will ensure independent, unbiased reviews.

Funding Source: FHWA Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, MDOT might not be in compliance with the NBIS. All federal transportation funding is conditional upon compliance with the National Bridge Inspection Program.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

55. HIGHWAYS - Design Engineering Services

Contract (2008-0154) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the performance of road design services for the rehabilitation of northbound and southbound US-24 (Telegraph Road) for 1.68 miles from West Quarton Road north to Long Lake Road in Bloomfield Township, Oakland County (CS 63031 - JN 84064C). The work items include surveys for design and right-of-way, a drainage study, a pavement condition survey, a capacity analysis, a crash analysis and safety review, utility coordination, investigation of underground drainage structures, and plans for road design, pavement marking, traffic signals, signing, and right-of-way. The contract will be in effect from the date of award through April 3, 2011. The contract amount will be \$540,823.55. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The volume of traffic on US-24 has been growing steadily and is expected to continue to increase. This section carries 63,000 vehicles per day. The condition of the road has deteriorated significantly. Pavement distress along this corridor consists of problems such as deteriorated transverse joints, severe longitudinal joint spalling, failing repairs, and curb and gutter failures, creating maintenance problems and safety concerns. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of road design services for the rehabilitation of northbound and southbound US-24 (Telegraph Road) for 1.68 miles from West Quarton Road north to Long Lake Road in Bloomfield Township, Oakland County. After the road is rehabilitated, the service life will be extended by up to 15 years.

Benefit: The rehabilitation of US-24 will improve safety along this route and save maintenance funds that are currently being expended to keep the road open. A more aesthetically appealing environment will also be provided for the corridor.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the road is not rehabilitated, safety risks will remain unaddressed and maintenance costs will increase.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48302.

56. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2008-0194) between MDOT and Northwest Consultants, Inc., will provide for the development of design plans for freeway sign upgrading and the replacement of five cantilevers along I-94 in Berrien County (CS various - JN 103303C). The work items include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. The authorization will be in effect from the date of award through April 1, 2011. The authorization amount will be \$104,277.33. The contract term is April 2, 2008, through April 1, 2011. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: The freeway sign upgrading is an annual program managed by MDOT. Projects are selected based on the ages and conditions of the signs in place along various highway segments. Some of the existing signs have already lost their retro-reflectivity. Therefore, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of design plans for freeway sign upgrading and the replacement of five cantilevers along I-94 in Berrien County. This project is part of the MDOT Traffic and Safety Program to preserve the integrity of MDOT safety assets, which include freeway signs.

Benefit: To improve public safety and preserve safety assets.

* Denotes a non-standard contract/amendment

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Increased public safety risks and the loss of safety assets.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

57. *HIGHWAYS – Renewal/Time Extension

Amendatory Contract (2008-0246/A1) between MDOT and Janssen & Spaans Engineering, Inc., will renew the contract and extend the contract term by approximately six months to provide sufficient time for the consultant to complete the structural analysis and oversight services. The additional time is needed because the construction contractor is waiting for the fabrication of needed material to be completed in order to complete the bearing seat repair. The original contract provided for peer review/engineering services to be performed for bearing seat repair work on the Zilwaukee Bridge at I-75 northbound and southbound over the Saginaw River in Saginaw County (CS 73112 - JN 88349A). The revised contract term will be from April 16, 2008, through July 1, 2008, and from the date of award of this amendment through December 31, 2008. No services will be performed or costs incurred between the expiration date of the original contract and the date of award of this amendment. The contract amount remains unchanged at \$118,519.07. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Emergency services were needed to evaluate the structural integrity of the proposed repair of a bearing seat for the Zilwaukee Bridge. The bearing seat was damaged by MDOT's contractor while attempting to replace the bearings. The evaluation was needed to determine if the proposed repair had sufficient structural capacity and to ensure that the proposed repair would not result in any additional damage to the bridge. MDOT cannot reopen the bridge before the repair work is completed without imminent danger to life and property. It is critical that the review is performed to ensure bridge safety.

Purpose/Business Case: To renew the contract and extend the contract term by approximately six months to provide sufficient time for the consultant to complete the structural analysis and oversight services. The construction contractor is waiting for the fabrication of needed material to be completed in order to complete the bearing seat repair.

Benefit: A timely review will ensure that the bridge can reopen soon and will safely.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to approve this amendment would result in longer bridge closure and safety risks.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment and for original contract.

New Project Identification: This is not a new project.

Zip Code: 48706.

58. HIGHWAYS - IDS Engineering Services

Contract (2008-0298) between MDOT and Janssen & Spaans Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

59. *HIGHWAYS – Construction Engineering Services

Contract (2008-0300) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for full construction engineering services to be performed for the reconstruction of structure S06 on Evergreen Road over M-153 and for the reconstruction of ramps along M-153 at Evergreen Road in the city of Dearborn, Wayne County (CS 82081 - JNs 83658A and 101332A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and record-keeping, and assisting in the close-out of project documentation. The contract will be in effect from the date of award through March 31, 2010. The contract amount will be \$706,173.30. Source of Funds: 82% Federal Highway Administration Funds and 18% State Restricted Trunkline Funds.

Criticality: Construction engineering services are required during construction by federal law and are required to meet the demands of the project on time. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for full construction engineering services to be performed for the replacement of the bridge deck for the structure carrying Evergreen Road over M-153 and for the reconstruction of the ramps in the interchange.

Benefit: Will provide for construction engineering services to be performed that are required by federal law for the construction contract work, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current MDOT standards.

Funding Source: 82% Federal Highway Administration Funds and 18% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this contract is not approved, the project will lack adequate inspection and testing, which could result in substandard work. Current state and federal standards may not be met, and federal funding could be jeopardized.

Cost Reduction: Cost in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48128.

60. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0396) between MDOT and Wilcox Professional Services, LLC, will provide for bridge load rating analysis to be performed for approximately 260 bridges at various locations statewide in accordance with the National Bridge Inspection Standards (NBIS). The work items include holding project meetings, establishing and reviewing work plans, and performing structural analysis for steel, reinforced concrete, and prestressed concrete bridges. The authorization will be in effect from the date of award through July 14, 2011. The authorization amount will be \$499,950.01. The contract term is July 15, 2008, through July 14, 2011. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The NBIS requires analysis of all highway bridges to determine load capacity. This is critical because the FHWA can withhold federal funding for failure to comply. For this reason, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for bridge load rating analysis to be performed on approximately 260 bridges at various locations statewide in accordance with the NBIS.

Benefit: The load rating of the bridges is required by the FHWA. This project will decrease the number of structures requiring rating.

Funding Source: FHWA Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, MDOT might not be in compliance with the NBIS. All federal transportation funding is conditional upon compliance with the National Bridge Inspection Program. Accurate load ratings help to ensure public safety and are used to determine federal sufficiency ratings. The ratings are used to determine the proper allocation of funds for the rehabilitation or replacement of bridges.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

61. *HIGHWAYS - Construction Engineering Services

Contract (2008-0400) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for full construction engineering services to be performed for the I-69 design/build/finance roadway reconstruction project, including the rehabilitation of five bridges and culvert work (S01, S02, S04, B05, and B06), from approximately 0.2 miles west of the Lapeer/St. Clair county line easterly 5.70 miles to Miller Road in Lapeer and St. Clair Counties (CSs 44044, 77024 - JN 074766A). The design/build/finance project includes an alternate pavement component, bridge rehabilitation work, landscaping, and Americans with Disabilities Act compliant upgrades at the Capac Rest Area. The work items include project administration; inspection; verification of construction staking; quality assurance testing and reporting; measurement, computation, and documentation of quantities, where applicable; reporting and record-keeping; and finalizing all project documentation. The contract will be in effect from the date of award through October 31, 2011. The contract amount will be \$3,772,234.20. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: Proper construction engineering oversight is critical to ensure that projects are constructed according to the approved plans and specifications and in a timely and cost effective manner. This project is scheduled to begin in August or September 2008.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide for construction engineering services to be performed for the I-69 design/build/finance roadway reconstruction project from approximately 0.2 miles west of the Lapeer/St. Clair county line easterly 5.70 miles to Miller Road in Lapeer and St. Clair Counties, including the rehabilitation of five bridges and culvert work.

Benefit: Will provide for adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this contract is not approved, the project may not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Cost in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48014.

62. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0411) between MDOT and Williams & Works, Inc., will provide for bridge load rating analysis to be performed for approximately 260 bridges at various locations statewide in accordance with the National Bridge Inspection Standards (NBIS). The work items include holding project meetings, establishing and reviewing work plans, and performing structural analysis for steel, reinforced concrete, and prestressed concrete bridges. The authorization will be in effect from the date of award through July 14, 2011. The authorization amount will be \$500,000. The contract term is July 15, 2008, through July 14, 2011. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The NBIS requires analysis of all highway bridges to determine load capacity. This is critical because the FHWA can withhold federal funding for failure to comply. For this reason, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for bridge load rating analysis to be performed on approximately 260 bridges at various locations statewide in accordance with the NBIS.

Benefit: The load rating of the bridges is required by the FHWA. This project will decrease the number of structures requiring rating.

Funding Source: FHWA Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, MDOT might not be in compliance with the NBIS. All federal transportation funding is conditional upon compliance with the National Bridge Inspection Program. Accurate load ratings help to ensure public safety and are used to determine federal sufficiency ratings. The ratings are used to determine the proper allocation of funds for the rehabilitation or replacement of bridges.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

63. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0412) between MDOT and Alfred Benesch & Company will provide for bridge load rating analysis to be performed for approximately 50 bridges at various locations statewide in accordance with the National Bridge Inspection Standards (NBIS). The work items include holding project meetings, establishing and reviewing work plans, and performing structural analysis for steel, reinforced concrete, and prestressed concrete bridges. The authorization will be in effect from the date of award through July 14, 2011. The authorization amount will be \$500,098.74. The contract term is July 15, 2008, through July 14, 2011. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The NBIS requires analysis of all highway bridges to determine load capacity. This is critical because the FHWA can withhold federal funding for failure to comply. For this reason, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for bridge load rating analysis to be performed on approximately 50 bridges at various locations statewide in accordance with the NBIS.

Benefit: The load rating of the bridges is required by the FHWA. This project will decrease the number of structures requiring rating.

Funding Source: FHWA Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, MDOT might not be in compliance with the NBIS. All federal transportation funding is conditional upon compliance with the National Bridge Inspection Program. Accurate load ratings help to ensure public safety and are used to determine federal sufficiency ratings. The ratings are used to determine the proper allocation of funds for the rehabilitation or replacement of bridges.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

64. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0413) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for bridge load rating analysis to be performed for approximately 260 bridges at various locations statewide in accordance with the National Bridge Inspection Standards (NBIS). The work items include holding project meetings, establishing and reviewing work plans, and performing structural analysis for steel, reinforced concrete, and prestressed concrete bridges. The authorization will be in effect from the date of award through July 14, 2011. The authorization amount will be \$539,967.83. The contract term is July 15, 2008, through July 14, 2011. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The NBIS requires analysis of all highway bridges to determine load capacity. This is critical because the FHWA can withhold federal funding for failure to comply. For this reason, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for bridge load rating analysis to be performed on approximately 260 bridges at various locations statewide in accordance with the NBIS.

Benefit: The load rating of the bridges is required by the FHWA. This project will decrease the number of structures requiring rating.

Funding Source: FHWA Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, MDOT might not be in compliance with the NBIS. All federal transportation funding is conditional upon compliance with the National Bridge Inspection Program. Accurate load ratings help to ensure public safety and are used to determine federal sufficiency ratings. The ratings are used to determine the proper allocation of funds for the rehabilitation or replacement of bridges.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

65. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0415) between MDOT and TranSystems Corporation of Michigan will provide for bridge load rating analysis to be performed for approximately 50 bridges at various locations statewide in accordance with the National Bridge Inspection Standards (NBIS). The work items include holding project meetings, establishing and reviewing work plans, and performing structural analysis for steel, reinforced concrete, and prestressed concrete bridges. The authorization will be in effect from the date of award through July 14, 2011. The authorization amount will be \$509,169.87. The contract term is July 15, 2008, through July 14, 2011. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The NBIS requires analysis of all highway bridges to determine load capacity. This is critical because the FHWA can withhold federal funding for failure to comply. For this reason, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for bridge load rating analysis to be performed on approximately 50 bridges at various locations statewide in accordance with the NBIS.

Benefit: The load rating of the bridges is required by the FHWA. This project will decrease the number of structures requiring rating.

Funding Source: FHWA Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, MDOT might not be in compliance with the NBIS. All federal transportation funding is conditional upon compliance with the National Bridge Inspection Program. Accurate load ratings help to ensure public safety and are used to determine federal sufficiency ratings. The ratings are used to determine the proper allocation of funds for the rehabilitation or replacement of bridges.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

66. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2008-5205) between MDOT and the City of Troy will provide for funding participation in the following improvements:

Replacement of the street lighting system beneath structures S11-1 of 63174 and S11-2 of 63174, which carry northbound and southbound Highway I-75 over East Long Lake Road.

Estimated Funds:

Federal Highway Administration Funds	\$12,240
State Restricted Trunkline Funds	\$ 1,360
City of Troy Funds	\$ 0
Total Funds	<u>\$13,600</u>

IM 69174 – 86892; Oakland County
Local Letting

Criticality: This contract is to replace lighting under bridges due to MDOT work on the bridge decks. Delaying this project would delay the replacement of this existing lighting and adversely affect motorist safety.

Purpose/Business Case: To replace existing street lighting.

Benefit: Increased safety.

Funding Source: Federal Highway Administration Funds and State Trunkline and Bridge Construction Funds.

Commitment Level: 90% federal funds and 10% state funds.

Risk Assessment: Without this contract, lack of street lighting could provide unsafe conditions.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing street lighting.

Zip Code: 48098.

67. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2008-5294) between MDOT and the City of Eaton Rapids will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work at the intersection of Spicerville Road/Kinneyville Road and Highway M-50 and at the intersection of Marilyn Street and Main Street.

TED Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$89,250. The match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction only portion of this TED project.

Estimated Funds:

State Restricted TED Funds	\$315,000
City of Eaton Rapids Funds	\$ 0
Total Funds	<u>\$315,000</u>

EDA 23522 – 103158; Eaton County
Local Letting

Criticality: Public Act 231 provides for the use of TED Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. These funds are being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities. Delaying this project would adversely affect Michigan's economy.

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State TED Funds.

Commitment Level: 100% state up to \$315,000 and the balance, if any, by the City of Eaton Rapids; based on estimate.

Risk Assessment: Without this contract, there would be a possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 48827.

68. HIGHWAYS (Real Estate) - IDS Real Estate Title Services

Contract (2008-0417) between MDOT and Peninsula Title & Abstract Corporation (DBA Iron Title & Abstract Corporation) will provide for title searches, title insurance services, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

69. HIGHWAYS (Real Estate) - IDS Real Estate Title Services

Contract (2008-0418) between MDOT and Ontonagon County Abstract & Title Corporation will provide for title searches, title insurance services, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

70. HIGHWAYS (Real Estate) - IDS Real Estate Services

Contract (2008-0424) between MDOT and Heinowski Appraisal & Consulting, LLC, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

71. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z27/R1) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), will extend the authorization term by 18 months to provide sufficient time for DDOT to complete the project. DDOT is working on several major projects that require consultant planning and engineering services. DDOT was using older grants to fund the early phases of these multi-year projects. As the projects move forward, expenditures are increasing, but the funding in this grant is not expected to be exhausted until early 2010. The original authorization provides state matching funds for DDOT's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be August 30, 2005, through February 28, 2010. The authorization amount remains unchanged at \$24,968,280. The toll credit amount remains unchanged at \$3,760,173. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$23,734,797; FY 2003 State Restricted Comprehensive Transportation Funds - \$1,233,483.

Criticality: Approval at this time is critical to provide planning and engineering services for several major projects that will provide safe, efficient transit service.

Purpose/Business Case: To extend the authorization term by 18 months to provide sufficient time for the consultant to provide planning and engineering services for several major transit projects.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$23,734,797; FY 2003 State Restricted Comprehensive Transportation Funds - \$1,233,483.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

72. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z21/R1) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will extend the authorization term by one year to provide sufficient time for the City to complete the facility rehabilitation and renovation project. The replacement of facility mechanical systems was delayed due to an extensive engineering review and identification of the best solution. The project has been let, and work is scheduled to begin this summer but will not be completed before the current authorization expiration date. The original authorization provides state matching funds for the City's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant. The revised authorization term will be August 24, 2005, through August 23, 2009. The authorization amount remains unchanged at \$481,200. The toll credit amount remains unchanged at \$8,640. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$393,600; FY 2002 State Restricted Comprehensive Transportation Funds - \$87,600.

Criticality: Approval at this time is critical to allow the City to replace facility mechanical systems that may no longer be safe to operate. The replacement mechanical systems are needed to ensure the safety of the facility.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the City to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$393,600; FY 2002 State Restricted Comprehensive Transportation Funds - \$87,600.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49007.

73. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z33/R3) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to complete the project. The additional time is needed because SMART is in the process of amending the federal grant to transfer funds from the facility renovation line item to new line items for land acquisition and yard and shop rehabilitation/renovation. Vacant property adjacent to the current transit property is available for purchase, and SMART wants to acquire this land to build a driveway and accommodate future expansion. SMART is also entering into a lease agreement with the State of Michigan to build a bus-layover lot on state-owned land. The rehabilitation/renovation line item will be used for security equipment (fencing, electronic gates, cameras) for the layover area. Due to the time required for environmental review for the federal grant amendment, the project will not be completed before the current expiration date. The original authorization provides state matching funds, including toll credits, for SMART's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be August 15, 2005, through August 14, 2009. The authorization amount remains unchanged at \$13,651,118. The toll credit amount remains unchanged at \$2,122,173. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$13,043,067; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$608,051.

Criticality: Approval at this time is critical to allow SMART to purchase land adjacent to the existing facility and add a driveway to provide safer access to the facility.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for SMART to complete land acquisition and yard renovation.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$13,043,067; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$608,051.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

74. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z37/R1) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will reduce state matching funds by \$120,000, add local funding of \$120,000, and adjust funding among line items. SMART needs additional funding for preventive maintenance and is requesting to transfer \$480,000 from the rehabilitation/renovation administration/maintenance facility line item to the preventive maintenance line item. Because MDOT will not provide state matching funds for preventive maintenance and the Federal Transit Administration (FTA) will not allow an increase in toll credits, SMART is providing the local match for the additional preventive maintenance funding. The original authorization provides state matching funds for SMART's FY 2006 Federal Section 5309 Capital Discretionary Program grant. The authorization term remains unchanged, September 25, 2006, through September 24, 2009. The authorization amount remains unchanged at \$8,766,510. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: FTA Funds - \$7,623,000; FY 2003 and FY 2006 State Restricted Comprehensive Transportation Funds - \$1,023,510; SMART Funds - \$120,000.

Criticality: Approval of this revision will allow SMART to perform critical preventive maintenance on vehicles to ensure the safe operation of its fleet.

Purpose/Business Case: To reduce state matching funds by \$120,000, add local funding of \$120,000, and adjust funding among line items.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$7,623,000; FY 2003 and FY 2006 State Restricted Comprehensive Transportation Funds - \$1,023,510; SMART Funds - \$120,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

75. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z39/R1) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will reduce state matching funds by \$85,585, add local funding of \$85,585, and adjust funding (including toll credits) among line items. SMART needs additional funding for preventive maintenance and is requesting to transfer \$342,340 from the rehabilitation/renovation maintenance facility line item and \$1,609 (including \$322 in toll credits) from the support vehicles line item. Because MDOT will not provide state matching funds for preventive maintenance and the Federal Transit Administration (FTA) will not allow an increase in toll credits, SMART will provide the local match for the additional preventive maintenance funding. The original authorization provides state matching funds for SMART's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, August 24, 2006, through August 23, 2009. The authorization amount remains unchanged at \$13,198,533. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: FTA Funds - \$13,045,016; FY 2006 State Restricted Comprehensive Transportation Funds - \$67,932; SMART Funds - \$85,585.

Criticality: Approval of this revision will allow SMART to perform critical preventive maintenance on vehicles to ensure the safe operation of its fleet.

Purpose/Business Case: To reduce state matching funds by \$85,585, add local funding of \$85,585 and adjust funding (including toll credits) among line items.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$13,045,016; FY 2006 State Restricted Comprehensive Transportation Funds - \$67,932; SMART Funds - \$85,585.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

76. PASSENGER TRANSPORTATION - Section 5307/CMAQ Program

Project Authorization (Z5) under Master Agreement (2007-0169) between MDOT and the City of Battle Creek will provide state matching funds for the City's FY 2008 Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the purchase of one bus. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$300,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$240,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$60,000.

Criticality: Approval at this time is critical to replace a vehicle that has reached the end of its useful life. The replacement bus is needed to ensure passenger safety and improve air quality.

Purpose/Business Case: To provide state matching funds for the City's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and CMAQ Improvement Program grant for the purchase of one bus.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$240,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$60,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49016.

77. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z2/R1) under Master Agreement (2007-0175) between MDOT and the Benzie Transportation Authority will increase the authorization amount by \$8,209 in local funds for the purchase of a fourth bus. Federal and state funds remaining in the authorization will be combined with the local funds to provide an additional bus for this rapidly expanding new system. The original authorization provides state matching funds for the Authority's FY 2007 Federal Section 5311 Nonurbanized Area Formula Capital Program, Enhancement, and Congestion Mitigation and Air Quality Improvement Program grant. The revised authorization amount will be \$243,224. The toll credit amount remains unchanged at \$4,472. The authorization term remains unchanged, September 12, 2007, through September 11, 2010. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$192,484; FY 2007 State Restricted Comprehensive Transportation Funds - \$42,531; Benzie Transportation Authority Funds - \$8,209.

Criticality: This project is critical to provide buses for a rapidly expanding new system. The buses are needed to provide safe rides to customers and for system efficiency.

Purpose/Business Case: To allow the Authority to provide local funds to purchase up to one additional bus.

Benefit: Improved transportation services.

Funding Source: FTA Funds - \$192,484; FY 2007 State Restricted Comprehensive Transportation Funds - \$42,531; Authority Funds - \$8,209

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Authorization amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49640.

78. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z8) under Master Agreement (2007-0178) between MDOT and the Blue Water Area Transportation Commission (BWATC), in St. Clair County, will provide state matching funds for BWATC's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the purchase of up to nine compressed natural gas (CNG)-fueled buses. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,426,494. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,141,195; FY 2008 State Restricted Comprehensive Transportation Funds - \$285,299.

Criticality: Approval at this time is critical to replace vehicles that have reached the ends of their useful lives. The replacement buses are needed to ensure passenger safety and improve air quality.

Purpose/Business Case: To provide state matching funds for BWATC's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and CMAQ Improvement Program grant for the purchase of up to nine CNG-fueled buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,141,195; FY 2008 State Restricted Comprehensive Transportation Funds - \$285,299.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48060.

79. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z10) under Master Agreement (2007-0230) between MDOT and the Interurban Transit Partnership (ITP), which provides transit service in Kent County, will provide state matching funds for ITP's FY 2008 Federal Section 5309 Capital Discretionary Program grant for the purchase of up to 20 buses. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$7,151,651. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$5,721,321; FY 2008 State Restricted Comprehensive Transportation Funds - \$1,430,330.

Criticality: Approval of this authorization is critical at this time to allow ITP to replace buses that have reached the ends of their useful lives. The replacement buses are needed to ensure passenger safety.

Purpose/Business Case: To provide state matching funds for ITP's FY 2008 Federal Section 5309 Capital Discretionary grant for the purchase of up to 20 buses.

Benefit: Increased public safety through improved transportation infrastructure.

* Denotes a non-standard contract/amendment

Funding Source: FTA Funds - \$5,721,321; FY 2008 State Restricted Comprehensive Transportation Funds - \$1,430,330.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49503.

80. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z11) under Master Agreement (2007-0230) between MDOT and the Interurban Transit Partnership (ITP), which provide transit service in Kent County, will provide toll credits as the state match for ITP's FY 2008 Federal Section 5339 Alternatives Analysis Program grant for a feasibility study. The study will include environmental and design work and a project management plan for the South Division Bus Rapid Transit project. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$490,000. Toll credits in the amount of \$98,000 will be allocated as state match for the project. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$490,000.

Criticality: Approval of this authorization is critical at this time to allow the ITP to perform environmental and design work and to develop a project management plan for the South Division Bus Rapid Transit project.

Purpose/Business Case: To provide toll credits as the state match for ITP's FY 2008 Federal Section 5339 Alternatives Analysis Program grant for a feasibility study.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$490,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49503.

81. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z9) under Master Agreement (2007-0239) between MDOT and the City of Kalamazoo will provide toll credits as the state match for the City's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of farebox equipment. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$543,126. Toll credits in the amount of \$108,625 will be allocated as match for the farebox equipment line item. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$543,126.

Criticality: Approval at this time is critical to the safe operation of the City of Kalamazoo's public transportation services.

Purpose/Business Case: To provide toll credits as the state match for the City's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of farebox equipment.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$543,126.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49007.

82. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z10) under Master Agreement (2007-0239) between MDOT and the City of Kalamazoo will provide toll credits as the state match for the City's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of a support vehicle, automatic data processing (ADP) software, and shop, farebox and support equipment. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$374,874. Toll credits in the amount of \$74,975 will be allocated as match for all line items. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$374,874.

Criticality: Approval at this time is critical to the safe operation of the City of Kalamazoo's public transportation services.

Purpose/Business Case: To provide toll credits as the state match for the City's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of a support vehicle, ADP software, and shop, farebox and support equipment.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$374,874.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49007.

83. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z11) under Master Agreement (2007-0239) between MDOT and the City of Kalamazoo will provide state matching funds for the City's FY 2007 and FY 2008 Federal Section 5309 Capital Discretionary Program grant for the purchase of up to twelve buses, up to six vans, and surveillance/security equipment. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$4,370,000. Toll credits in the amount of \$49,000 will be allocated as match for the surveillance/security equipment line item. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$3,545,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$825,000.

Criticality: Approval at this time is critical to allow the City to replace buses that have reached the ends of their useful lives and purchase needed expansion vehicles and surveillance/security equipment. These purchases will provide a safe and reliable fleet.

Purpose/Business Case: To provide state matching funds for the City's FY 2007 and FY 2008 Federal Section 5309 Capital Discretionary Program grant for the purchase of up to 12 buses, up to six vans, and surveillance/security equipment.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,545,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$825,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49007.

84. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z10) under Master Agreement (2007-0264) between MDOT and the Muskegon County Board of Commissioners will provide state matching funds for the County's FY 2008 Federal Section 5309 Capital Discretionary Program grant for the purchase of one bus. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$306,250. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$245,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$61,250.

Criticality: Approval of this authorization is critical at this time to allow the agency to replace a bus that has reached the end of its useful life. The replacement bus is needed to ensure passenger safety.

Purpose/Business Case: To provide state matching funds for the County's FY 2008 Federal Section 5309 Capital Discretionary grant for the purchase of one bus.

* Denotes a non-standard contract/amendment

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$245,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$61,250.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49444.

85. *PASSENGER TRANSPORTATION - Increase Services and Amount, Extend Term

Amendatory Contract (2007-0363/A2) between MDOT and the Berrien County Road Commission (BCRC) will increase the services, will increase the contract amount by \$37,500, and will extend the contract term by two months to provide sufficient time for BCRC to complete the services. The additional services will include the design of a replacement roadway and the installation of a temporary snow fence. The additional funds will cover the costs of the additional services, right-of-way costs related to easement, necessary liability insurance, and the unanticipated rise in construction costs since the project originated in FY 2000. The original contract provides for the permanent closure of a public grade crossing at Batten Road in Galien Township. The project is part of an MDOT/Federal Railroad Administration cooperative goal to eliminate grade crossings on the federally-designated high-speed corridor, increase train speeds, and decrease travel times between Detroit and Chicago. The revised contract amount will be \$207,500. The revised contract term will be from February 16, 2007, through September 30, 2007, and from March 31, 2008, through November 30, 2008. Source of Funds: Federal Highway Administration (FHWA) Funds - \$207,500.

Criticality: Approval of this amendment is critical to allow the public grade crossing elimination work to be completed and positively influence vehicle and train safety.

Purpose/Business Case: To increase the contract amount by \$37,500 to cover the additional work and increased costs incurred since the project's inception in FY 2000. The project has been delayed by railroad and road commission easement issues.

Benefit: The amendment will allow the closure of the public grade crossing to be properly completed. Closing this crossing will eliminate the possibility of future car/train collisions and prevent increases in traffic volume at this location.

Funding Source: FHWA Funds - \$207,500.

Commitment Level: Contract amount is based on revised cost estimates.

Risk Assessment: If this amendment is not approved, the opportunity to close a public road and grade crossing on the high-speed rail corridor will be lost, the risks of car/train collisions will continue, and the potential for increased traffic and accidents will increase as property development increases in the area. High-speed trains are currently operating at 95 miles per hour (mph) in selected areas, with speeds of 110 mph expected in 2008.

Cost Reduction: The costs have been reviewed by MDOT's Bus Acquisition and Intercity Transportation Section and found to be reasonable for the required work.

New Project Identification: This is not a new project.

Zip Code: 49023.

86. *PASSENGER TRANSPORTATION - Increase Services and Amount, Extend Term

Amendatory Contract (2007-0481/A2) between MDOT and the Macatawa Area Coordinating Council (MACC) will add \$111,111 to the contract to provide for an additional year of marketing services for the Pere Marquette passenger rail service and will extend the contract term by one year accordingly. The original contract provides funding for a local marketing program for rail passenger service in West Michigan (Grand Rapids to Chicago). MACC is acting as an agent for Westrain Collaborative, an organization comprised of representatives from West Michigan communities collectively engaged in the promotion of rail passenger service in West Michigan. The revised contract term will be July 6, 2007, through September 30, 2009. The revised contract amount will be \$222,222. Source of Funds: FY 2007 and FY 2008 State Restricted Comprehensive Transportation Funds - \$200,000; MACC Funds - \$22,222.

Criticality: Approval of this amendment is critical to allow MACC to provide seamless, locally-focused marketing of the West Michigan passenger rail service through FY 2009. Marketing has a strong impact on rail passenger ridership. In order to secure the revenues associated with strong ridership, the marketing plan must be extended. MACC is very familiar with the marketing of passenger rail services.

Purpose/Business Case: To provide for an additional year of marketing services for the Pere Marquette passenger rail service, to increase funding by \$111,111, and to extend the contract term by one year.

Benefit: MACC has previously been involved with the rail passenger marketing program and is a member of the Westrain Collaborative. The ridership on the Pere Marquette has seen continual growth through this locally-focused marketing.

Funding Source: FY 2007 and FY 2008 State Restricted Comprehensive Transportation Funds - \$200,000; MACC Funds - \$22,222.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of the marketing program for rail passenger services in West Michigan, which could result in lower ridership. Lower ridership would negatively affect revenue, necessitating an increase in the operating subsidy.

Cost Reduction: The Westrain Collaborative has received a minimal increase in state funds for marketing since FY 1998.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49424.

87. *PASSENGER TRANSPORTATION - Intercity Bus Equipment Lease

Contract (2008-0430) between MDOT and Indian Trails, Inc., will provide for MDOT to contractually lease for \$1,000 per year one intercity highway motor coach to Indian Trails, Inc. MDOT will purchase the coach under a separate purchase order and lease it to Indian Trails, Inc., for a minimum of six years or 450,000 miles, whichever comes first. Indian Trails, Inc., is requesting the motor coach to replace an older motor coach that has reached the end of its useful life and to maintain its existing scheduled regular route round-trip service between Bay City, Michigan, and Chicago, Illinois, between Lansing and Flint, between Kalamazoo and St. Ignace, between Bay City and St. Ignace, between Grand Rapids and Benton Harbor, between Grand Rapids and Kalamazoo, between East Lansing and Boyne Falls, between St. Ignace and Ironwood, and between Calumet, Michigan, and Milwaukee, Wisconsin, serving intermediate towns and cities. The motor coach will allow continuation of this service, prevent community isolation or further loss of service, and increase compliance with the Americans with Disabilities Act. The contract will be in effect from the date the vehicle is leased and accepted through six years or 450,000 miles, whichever comes first. Indian Trails, Inc., will pay MDOT \$1,000 per year for the duration of the contract.

Criticality: Approval of this contract is critical to ensure that the motor coach is scheduled into production to be built and delivered prior to the expiration of the power train warranties on the project equipment being traded-in. Major power train repairs and excessive mileage accumulation may dramatically affect the net trade-in value upon delivery.

Purpose/Business Case: To provide for the lease of one intercity highway motor coach to Indian Trails, Inc., to maintain and preserve its existing daily scheduled regular route service from various locations in the upper and lower peninsulas, serving all intermediate urban and rural communities. The motor coach will replace an older motor coach that has reached the end of its useful life.

Benefit: The new motor coach will improve the quality, safety, and reliability of intercity bus services to a large number of lower income travelers. The motor coach will allow continuation of this service, prevent community isolation or further loss of service, and increase compliance with the Americans with Disabilities Act.

Funding Source: Indian Trails, Inc., Funds - \$1,000 per year.

Commitment Level: Contract lease amount is based on MDOT guidelines.

Risk Assessment: The risks of not approving this contract are the possible abandonment of regular route services, schedule frequency reduction, and placing of the state in the position of having to provide operating assistance support to keep the services in operation.

Cost Reduction: This contract provides for Indian Trails, Inc., to make lease payments to MDOT.

Selection: N/A.

New Project Identification: Provides for the lease of a new replacement motor coach.

Zip Code: 48867.

88. PASSENGER TRANSPORTATION - Intercity Bus Program

Purchase Order (591N8204724) between MDOT and Motor Coach Industries, Inc. (MCI), will provide for the purchase of one lift-equipped intercity highway motor coach to be leased by Indian Trails, Inc., under program guidelines. This motor coach will be leased to Indian Trails, Inc., for \$1,000 per year for a maximum of six years or 450,000 miles, whichever comes first, under MDOT Contract (2008-0430). Indian Trails, Inc., is requesting the motor coach to replace an older motor coach that has reached the end of its useful life and to maintain its existing scheduled regular route round-trip service between Bay City, Michigan, and Chicago, Illinois, between Lansing and Flint, between Kalamazoo and St. Ignace, between Bay City and St. Ignace, between Grand Rapids and Benton Harbor, between Grand Rapids and Kalamazoo, between East Lansing and Boyne Falls, between St. Ignace and Ironwood, and between Calumet, Michigan, and Milwaukee, Wisconsin, serving intermediate towns and cities. This motor coach will allow continuation of this service, prevent community isolation or further loss of service, and increase compliance with the Americans with Disabilities Act. The purchase amount of this motor coach is \$430,175; however, because MCI is allowing the trade-in of one 2005 motor coach that has exceeded its useful life, the purchase amount is reduced by \$230,175. The net purchase amount will be \$200,000. Source of Funds: FY 2008 State Restricted Comprehensive Transportation Funds - \$200,000.

MDOT's authority to purchase intercity buses is provided under the State Transportation Preservation Act of 1976, Act 295 of 1976, excerpted below:

“474.64 Acquisition of intercity bus and ferry equipment and facilities. Sec.14. The department may purchase intercity bus equipment and related station and servicing facilities, as well as ferry equipment, dock, port, and water equipment servicing facilities. The department may acquire equipment and facilities to be utilized by intercity bus and ferry operations, under terms and conditions determined by the department.”

Criticality: Approval of this purchase order is critical to ensure that the motor coach is scheduled into production to be built and delivered prior to the expiration of the power train warranties on the project equipment being traded-in. Major power train repairs and excessive mileage accumulation may dramatically affect the net trade-in value upon delivery.

Purpose/Business Case: To provide for the purchase of one Motor Coach Industries lift-equipped intercity motor coach to be leased by Indian Trails, Inc., under program guidelines.

Benefit: The new motor coach will improve the quality, safety, and reliability of intercity bus services to a large number of lower-income travelers and will contribute to the continued stabilization of the Michigan intercity bus industry.

Funding Source: FY 2008 State Restricted Comprehensive Transportation Funds – \$200,000.

Commitment Level: This provides for the purchase of one vehicle this fiscal year.

Risk Assessment: The risks of not approving this purchase are the possible abandonment of regular route services or an increase in the amount of state operating subsidy provided.

Cost Reduction: Bids were solicited from the three main manufacturers in the nation, and the lowest responsive bid was selected.

Selection: Low Bid.

New Project Identification: Provides for the purchase of one new motor coach.

Zip Code: 48909.

89. TRANSPORTATION PLANNING - Unified Work Program

Project Authorization Revision (Z10/R1) under Master Agreement (2006-0011) between MDOT and the Tri-County Regional Planning Commission will increase the authorization amount by \$111,940 in previously obligated funds. The original authorization provides for assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorization term remains unchanged, October 1, 2007, through September 30, 2008. The revised authorization amount will be \$674,079. The term of the master agreements is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Transit Administration Funds and 20% Tri-County Regional Planning Commission Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as set forth in 23 CFR Part 450, Section 308, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109.

Purpose/Business Case: To increase the authorization amount by \$111,940 in previously obligated funds. The additional funds will allow the MPO to complete activities specified in its approved Unified Work Program (UWP).

Benefit: Will provide for funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to MPOs. 80% Federal Transit Administration Funds (Section 5303) and 20% Tri-County Regional Planning Commission Funds.

Commitment Level: The costs of projects are based on the federally-approved UWP for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amounts in the current UWP, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48910.

90. TRANSPORTATION PLANNING - Non-Motorized Comprehensive Plan

Project Authorization (Z18) issued under Master Planning Agreement (2006-0017) between MDOT and the Northeast Michigan Council of Governments will provide for the printing and distribution of non-motorized regional maps within the northeast region of Michigan. The map will serve as a road and trail bicycling guide for tourists. The maps will identify bicycle and shared use trails, support facilities, major land uses (data), recreational areas, and major points of interest. The authorization will be in effect from date of award through September 30, 2008. The authorization amount will be \$55,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The regional planning organizations (RPOs) were established for the express purpose of promoting local/state transportation investment strategies. If RPO projects are not funded and carried out, many safety, education, and economic development opportunities related to transportation will be lost.

Purpose/Business Case: To provide for the printing and distribution of non-motorized regional maps within the northeast region of Michigan that identify bicycle and shared use trails, support facilities, recreational areas, and major points of interest.

Benefit: The maps will promote tourism in Northeast Michigan and provide valuable information to bicyclists and tourists.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: If this authorization is not approved, an opportunity will be lost to promote tourism in Northeast Michigan and to increase local and state tax revenues through tourism.

Cost Reduction: The costs of funding the RPO program are fixed by the state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49735.

91. *TRANSPORTATION PLANNING – Time Extension

Amendatory Contract (2007-0675/A1) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the contract term by three months to provide sufficient time for the consultant to complete the services. The additional time is needed because of delays in coordinating and scheduling stakeholder meetings. The original contract provides for the preparation of a feasibility study for the US-23 corridor. The study will be used to develop a long-range master plan to guide near-term investment decisions relating to preservation needs and future public and private development proposals. The revised contract term will be September 11, 2007, through December 31, 2008. The contract amount remains unchanged at \$587,734.48. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: It is critical for MDOT to receive documentation of all work completed on this project. The additional time will allow the consultant to document all actions and provide final reports to MDOT. This study is critical for the development of a much-needed long-term strategy to address capacity, deteriorating road and bridge conditions, and public transportation needs along the US-23 corridor.

Purpose/Business Case: To extend the contract term by three months to provide sufficient time for the consultant to complete the final documentation and final reports to be submitted to MDOT. The original contract provides for the preparation of a feasibility study for the US-23 corridor that will be used to develop a critical master plan for the corridor. The master plan will assist MDOT in coordinating future studies and improvements along the corridor.

Benefit: The additional time will allow the consultant to complete the services and provide MDOT with the final documentation and reports. MDOT will be provided with a detailed inventory of current and future conditions to be used when addressing short- and long-term capacity, safety, preservation, and public transportation needs and an assessment of the impacts of alternative development along the corridor.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: MDOT must address certain bridge conditions and needs along this corridor within the next five years. If the study is not completed, the FHWA could require MDOT to study corridor expansion improvements along the entire 15-mile corridor and could fiscally limit proposed improvements. By implementing the feasibility study, MDOT hopes to identify smaller, more manageable segments for improvement that can proceed to future design and construction phases.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48103.

92. TRANSPORTATION PLANNING – Time Extension

Amendatory Contract (2007-0762/A1) between MDOT and the City of Ann Arbor will extend the contract term by one year to provide sufficient time for the City to complete the services. The additional time is needed because of delays in council approvals and the delivery of equipment. The original contract provides federal Congestion Mitigation and Air Quality (CMAQ) funds to the City of Ann Arbor for the purchase and installation of equipment for biofuel pumps at five locations in Washtenaw County. The revised contract term will be April 2, 2008, through September 30, 2009. The contract amount remains unchanged at \$290,840. Source of Funds: 80% Federal Highway Administration Funds and 20% City of Ann Arbor Funds.

Criticality: This time extension is critical to the successful implementation of this project. The Ann Arbor metropolitan area risks having to implement costly measures if air quality standards are violated, and this project was selected as a preferred measure to assist in the ozone and particulate problem.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the City to complete the project. The project has been delayed because of delays in council approvals and the delivery of equipment. The additional time will allow the City to complete the purchase of equipment. The CMAQ program funds transportation projects and programs that contribute to attainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and particulate matter. The CMAQ Program supports two important goals of MDOT: to improve air quality and relieve congestion.

Benefit: The additional time will allow the City to complete the project. This project will contribute to the maintenance of ambient air quality standard for ozone and fine particulates in Washtenaw County and Southeast Michigan. The use of alternative fuels in non-attainment and maintenance areas such as Washtenaw County reduces pollutants and mobile emissions.

Funding Source: 80% FHWA Funds (CMAQ) and 20% City of Ann Arbor Funds.

Commitment Level: The purchase and installation of the necessary equipment to establish biodiesel fuel stations at five locations in Washtenaw County is scheduled to be completed by September 30, 2009.

Risk Assessment: If this amendment is not approved and the project is not completed, violations of air quality standards could occur, which could necessitate the implementation of costly measures, including the resurrection of motor vehicle testing programs in Southeast Michigan.

Selection: N/A for amendment and for original contract.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 48107.

93. *TRANSPORTATION PLANNING – Time Extension

Amendatory Contract (2007-0798/A1) between MDOT and Alfred Benesch & Company will extend the contract term by three months to provide sufficient time for the consultant to complete the services. The additional time is needed because consultation and collaboration with the Lapeer Township Planning Commission have taken longer than anticipated. The original contract provides for the development of a comprehensive access management plan for the M-24/Main Street corridor within the city limits of the city of Lapeer in Lapeer County. The revised contract term will be October 1, 2007, through December 31, 2008. The contract amount remains unchanged at \$68,016.98. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: It has become necessary to request the participation of the Lapeer Township Planning Commission in the study process as several development proposals are being considered along the city's southern boundary. Some access options would redirect traffic from the development onto county roads that serve township residents. The consultation and collaboration process is taking longer than anticipated. A time extension is needed to carry out this collaboration with Lapeer Township.

Purpose/Business Case: To extend the contract term by three months to provide sufficient time for the consultant to include all relevant parties and complete a comprehensive corridor access management plan that accounts for all parties' needs.

Benefit: The additional time will allow the consultant to consult with all relevant parties and complete a comprehensive corridor access management plan that accounts for all parties' needs. MDOT is constructing M-24 south of the city of Lapeer as a boulevard cross-section because residential development is gradually moving north from Oakland County. This will increase traffic volumes along M-24 within the city, intensifying access demands along the route. A comprehensive access management plan will aid MDOT and the City Planning Commission in the review of site plans for new and redeveloped sites.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the amendment is not approved, the consultant will not be able to complete the comprehensive access management plan, and traffic congestion will continue to increase and the number of traffic accidents will remain high.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48446.

94.- TRANSPORTATION PLANNING - Pavement Surface Evaluations and Ratings

104. The following project authorizations issued under master planning agreements between MDOT and the following agencies will provide for the assignment of Pavement Surface Evaluation and Rating (PASER) ratings for all federal-aid eligible roads, as required by Public Act 499 of 2002. The ratings will be used to provide the State Transportation Commission and the legislature with reports describing the conditions of public roads and bridges in the state, the amount of money being expended on the roads each year, and the projects intended to be built over the upcoming three years. The authorizations will be in effect from October 1, 2008, through September 30, 2009. The terms of the master agreements are from October 1, 2008, through September 30, 2011. Source of Funds: 100% State Restricted Michigan Transportation Funds.

	<u>Agreement/ Authorization</u>	<u>Agency</u>	<u>Amount</u>	<u>Zip Code</u>
94.	2009-0009/Z1	Southeast Michigan Council of Governments	\$135,680	48226
95.	2009-0013/Z3	Central Upper Peninsula Planning and Development Regional Commission	\$40,471	49829
96.	2009-0014/Z3	East Central Michigan Planning & Development Regional Commission	\$115,995	48602
97.	2009-0016/Z2	G-L-S Region V Planning & Development Commission	\$39,423	48502
98.	2009-0017/Z3	Northeast Michigan Council of Governments	\$37,916	49735
99.	2009-0018/Z4	Northwest Michigan Council of Governments	\$61,316	49685
100.	2009-0019/Z2	Region 2 Planning Commission	\$37,940	49201
101.	2009-0020/Z2	Southcentral Michigan Planning Council	\$53,162	49081
102.	2009-0021/Z4	Southwest Michigan Planning Commission	\$37,030	49022
103.	2009-0022/Z2	Tri-County Regional Planning Commission	\$33,786	48910
104.	2009-0025/Z6	Western Upper Peninsula Planning & Development Regional Commission	\$34,867	49931

Criticality: These authorized funds must be made available in order for the metropolitan planning organizations and regional planning organizations to meet a statewide asset management process as mandated by Act 499 of the Public Acts of 2002, Section 247.689a.

Purpose/Business Case: Act 499 of the Public Acts of 2002 mandated a statewide asset management process and created a Transportation Asset Management Council (TAMC). The TAMC answers directly to the State Transportation Commission and the legislature. Section 4 of the law requires metropolitan planning organizations and regional planning agencies to provide technical assistance to the Council. [The law does not define technical assistance.] The TAMC has identified technical assistance as coordinating the collection of roadway condition data, providing asset management training to local agencies, conducting pilot studies on behalf of the TAMC, and assisting in the development of the TAMC's annual report and multi-year program. Each agency will be responsible for providing this information to the Council.

Benefit: Will provide the State Transportation Commission and the legislature with several reports describing the conditions of public roads and bridges in the state, the amount of money being expended on those roads each year, and upcoming projects for the next three years.

Funding Source: 100% State Restricted Michigan Transportation Funds.

Commitment Level: The costs are based upon previous year's activities undertaken by the agencies. Agencies will be paid for the actual costs incurred.

Risk Assessment: If the authorizations are not awarded, the requirements of Act 499 will not be met.

Cost Reduction: These are ongoing activities. The cost is the same as in previous years. There is no increase anticipated.

Selection: N/A.

New Project Identification: These are ongoing activities.

Zip Code: See list above.

BID LETTING

STATE PROJECTS

105. LETTING OF JULY 11, 2008
 PROPOSAL 0807005
 PROJECT NH 02041-80181
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2008

ENG. EST.
 \$ 1,305,864.46 **\$ 1,615,475.92**
 % OVER/UNDER EST.
 23.71 %

6.22 mi of hot mix asphalt overlay, aggregate shoulders, crushing and shaping existing hot mix asphalt, and hot mix asphalt resurfacing on M-28 from the west entrance of Rathfoot Park to east of St. Nicolas Lane, Alger county. This project includes a 5 year materials and workmanship pavement warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 1,615,475.92	Same	1 **
Payne & Dolan, Inc.	\$ 1,791,502.19	Same	2
Rieth-Riley Construction Co., Inc.	\$ 2,028,245.53	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

80181A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49806.

106. LETTING OF JULY 11, 2008
PROPOSAL 0807006
PROJECT NH 01052-83232
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 20, 2008

ENG. EST.
\$ 1,241,372.05

LOW BID
\$ 1,366,265.75

% OVER/UNDER EST.
10.06 %

1.35 mi of hot mix asphalt roadway reconstruction including crushing, shaping, and resurfacing with guardrail upgrades on US-23 from Lake Shore Drive northerly, Alcona County. This project includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 1,366,265.75	Same	1 **
Pyramid Paving & Contracting Co.	\$ 1,579,966.65	Same	2
Rieth-Riley Construction Co., Inc.	\$ 1,864,452.86	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

83232A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Zip Code: 48740.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 2,996,967.21	Same	1 **
Northeast Asphalt, Inc.	\$ 3,284,546.40	Same	2
Mathy Construction Company			

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

84195A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49903.

108. LETTING OF JULY 11, 2008
 PROPOSAL 0807017
 PROJECT NH 73061-84162
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 14, 2008

ENG. EST.	LOW BID
\$ 655,659.17	\$ 836,586.28
% OVER/UNDER EST.	
27.59 %	

Culvert removal and construction of pre-cast concrete three sided culvert with flat top, hot mix asphalt approaches, and guardrail on M-46 over Abbey Drain/Williams Creek, Saginaw County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Champagne and Marx Excavating, Inc.	\$ 836,586.28	Same	1 **
Anlaan Corporation	\$ 878,457.60	Same	2
Milbocker and Sons, Inc.	\$ 920,274.91	Same	3
Lee Wood Contracting, Inc.			
McDowell Construction , L.L.C.			
Wooten Contracting Co.			
Marlette Excavating Company			
Tri-Valley Landscaping, Inc.			
Fisher Contracting Company			
D.J. McQuestion & Sons, Inc.			
L.J. Construction, Inc.			
Posen Construction, Inc.			
Zito Construction Co.			
Novak Construction			
J.E. Kloote Contracting, Inc.			
C. A. Hull Co., Inc.			
J. Slagter & Son Construction Co.			
Rohde Brothers Excavating, Inc.			
Geiersbach Construction, Inc.			
Saginaw Asphalt Paving Company			
Miller Development, Inc.			
Crawford Contracting, Inc.			
CL Trucking & Excavating, LLC.			

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

84162A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48601.

109.	LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0807048	\$ 2,958,348.30	\$ 3,893,912.74
	PROJECT NH 43022-59570		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - AUGUST 04, 2008		
	COMPLETION DATE - JUNE 01, 2009		31.62 %

6.88 mi of hot mix asphalt base crushing, shaping and resurfacing, curb, gutter, safety and drainage improvements on US-10 from east of Broadway Road to west of Depot Street, Lake County. This project includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 3,893,912.74	Same	1 **
Elmer's Crane & Dozer, Inc.	\$ 4,150,991.65	Same	2

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

59570A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49642.

110.	LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0807070	\$ 2,073,932.48	\$ 2,315,875.77
	PROJECT IM 63101-56619		
	LOCAL AGRMT. 08-5096		% OVER/UNDER EST.
	START DATE - AUGUST 11, 2008		
	COMPLETION DATE - JULY 25, 2009		11.67 %

Pedestrian structure replacement over I-696 in the city of Farmington Hills, Oakland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C. A. Hull Co., Inc.	\$ 2,315,875.77	Same	1 **
Walter Toebe Construction Co.	\$ 2,321,353.17	Same	2
Dan's Excavating, Inc.	\$ 2,541,565.96	Same	3
Posen Construction, Inc.	\$ 2,573,975.22	Same	4
Anlaan Corporation	\$ 2,582,881.69	Same	5
E. C. Korneffel Co.			
J. Slagter & Son Construction Co.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

56619A

City of Farmington Hills	1.25 %
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	8.75 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48331.

111. LETTING OF JULY 18, 2008	ENG. EST.	LOW BID
PROPOSAL 0807601	\$ 29,749,323.90	\$ 24,480,032.10
PROJECT IM 77111-100701		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - 10 days after award		-17.71 %
COMPLETION DATE - JULY 15, 2009		

6.21 mi of road reconstruction, concrete pavement, drainage, culverts, guardrail, cable barrier, fencing, and sign replacement on I-94 eastbound and westbound from west of County Line Road northeasterly to east of St. Clair Highway, St. Clair and Macomb Counties. This project includes a 5 year materials and workmanship pavement warranty.

10.00 % DBE participation required

BIDDER	ORIGINAL A	AS-CHECKED A	
John Carlo, Inc.	\$ 24,480,032.10	Same	1 **
Six-S, Inc.	\$ 24,344,145.93	Same	2
Dan's Excavating, Inc.	\$ 26,953,083.54	Same	3
Angelo Iafrate Construction Company	\$ 27,279,359.79	Same	4
Interstate Highway Construction	\$ 32,530,515.52	Same	5
Walter Toebe Construction Co.			
Ajax Paving Industries, Inc.			

BIDDER	ORIGINAL A+Lane Rental	AS-CHECKED A+Lane Rental	
John Carlo, Inc.	\$ 25,190,032.10	Same	1 **
Six-S, Inc.	\$ 25,644,145.93	Same	2
Dan's Excavating, Inc.	\$ 28,047,483.54	Same	3
Angelo Iafrate Construction Company	\$ 28,529,359.79	Same	4
Interstate Highway Construction	\$ 34,184,515.52	Same	5
Walter Toebe Construction Co.			
Ajax Paving Industries, Inc.			

5 Bidders

NOTE: The ORIGINAL A+Lane Rental bid received determined the low bid.
The ORIGINAL A bid reflects the actual contract price.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

100701A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Road reconstruction.

Zip Code: 48079.

112.	LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0807020	\$ 816,282.30	\$ 921,813.94
	PROJECT STUL 38409-89678		
	LOCAL AGRMT. 08-5264		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 40 working days		12.93 %

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 921,813.94	Same	1 **
Aggregate Industries-Central Region	\$ 992,242.00	Same	2
Rieth-Riley Construction Co., Inc.	\$ 995,078.39	Same	3
Barrett Paving Materials, Inc.			

New Project Identification: Road rehabilitation.
Selection: Low bid.
Zip Code: 49203.

113. LETTING OF JULY 11, 2008
 PROPOSAL 0807023
 PROJECT STH 41609-100341
 LOCAL AGRMT. 08-5222
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2008

ENG. EST. \$ 600,167.00
 LOW BID \$ 743,474.06
 % OVER/UNDER EST. 23.88 %

0.33 mi of hot mix asphalt road reconstruction including concrete curb and gutter, storm sewer, guardrail, hot mix asphalt paving, and pavement markings on Cascade Road at Robinson Road in the city of East Grand Rapids, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dykema Excavators, Inc.	\$ 743,474.06	Same	1 **
Georgetown Construction Company	\$ 747,046.16	Same	2
Nashville Construction Company	\$ 752,502.74	Same	3
Kamminga & Roodvoets, Inc.	\$ 758,542.01	Same	4
CL Trucking & Excavating, LLC.	\$ 761,630.80	Same	5
Nagel Construction, Inc.	\$ 790,918.00	Same	6
Bultema Brothers Road Contractors	\$ 826,596.49	Same	7
Schippers Excavating, Inc.	\$ 828,823.00	Same	8
Diversco Construction Company Inc.	\$ 856,186.45	Same	9
Wyoming Excavators, Inc.	\$ 892,760.06	Same	10
Jack Dykstra Excavating Inc.			
Milbocker and Sons, Inc.			
Workman Contractors, Inc.			

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

100341A

Kent County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49508.

114.	LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0807063	\$ 121,291.50	\$ 155,312.24
	PROJECT STH 39609-103128		
	LOCAL AGRMT. 08-5287		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 26, 2008		28.05 %

0.17 mi of hot mix asphalt cold milling, surfacing and widening for passing flare, trenching, aggregate base, drainage improvements and safety upgrades on Ravine Road at Squires Road, Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Robert Bailey Contractors, Inc.	\$ 155,313.00	\$ 155,312.24	1 **
Brenner Excavating, Inc.	\$ 160,980.95	Same	2
Nashville Construction Company	\$ 165,733.21	Same	3
R. Smith & Sons Trucking, Inc.	\$ 177,575.75	Same	4
Peters Construction Co.	\$ 180,000.00	Same	5
Hoffman Bros., Inc.	\$ 183,794.82	Same	6
Northern Construction Services, Co.	\$ 187,589.45	Same	7
Balkema Excavating, Inc.			
Aggregate Industries Central Region			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

103128A

Kalamazoo County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49006.

EXTRAS

115. Extra 2008 - 100

Control Section/Job Number - 13609-73598 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Severance Electric Co., Inc.
4140 Rollridge
Kalamazoo, MI 49004

Designed By: Local Agency
Engineer's Estimate: \$543,157.00

Description of Project:

Traffic signal modernization and interconnection on Berkley Road, phase I at M-66, 6 Mile Road, and Lakeview Square Mall entrance, in Emmett Township, and the city of Battle Creek, Calhoun County.

Administrative Board Approval Date:	July 6, 2004	
Contract Date:	October 18, 2004	
Original Contract Amount:	\$482,691.00	
Total of Overruns/Changes (Approved to Date):	(24,494.72)	- 5.07%
Total of Extras/Adjustments (Approved to Date):	8,649.10	+ 1.79%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>53,190.00</u>	<u>+ 11.02%</u>
Revised Total	<u>\$520,035.38</u>	+ 7.74%

Offset Information

Total Offsets This Request	(\$23,160.00)	- 4.80%
Net Revised Request	\$30,030.00	+ 6.22%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.28% under the original budget for an **Authorized to Date Amount** of \$466,845.38.

Approval of this extra will place the authorized status of the contract 7.74% or \$37,344.38 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 9

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 9

Fiber Optic Cable	5,400.000 Ft @ \$9.85/Ft	<u>53,190.00</u>
Total		<u>\$53,190.00</u>

CM 9 Offset Information

Cable, Fiber Optic, 60 Single Mode Fibers	-5,400.000 Ft @ \$4.25/Ft	(\$22,950.00)
DB Cable, In Conduit, Fiber Optic, 60		
Single Mode Fibers	-30.000 Ft @ \$7.00/Ft	<u>(210.00)</u>
Total		<u>(\$23,160.00)</u>

Net Revised CM 9 Request	<u>\$30,030.00</u>
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Reason(s) for Extra(s)/Adjustment(s):**CM 9**

This item includes aerially placing fiber optic trunk line cable along Beckley Road from Capital Avenue to 6 Mile Road, as well as splicing and connecting to the intersection controllers. The original cable would not allow for future expansion of the system; therefore, the engineer directed the contractor to upgrade the type of cable. The extra cost for Fiber Optic Cable was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and material needed to complete the work and similar items in other contracts completed in the City of Battle Creek. The extra costs are partially offset by a \$23,160 reduction in the original items listed above.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 31, 2008, meeting, and is now recommended for approval by the State Administrative Board on August 5, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 4%; City of Battle Creek, 16%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49016.

116. **Extra 2008 - 101**

Control Section/Job Number: 22566-89506 Local Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Northeast Asphalt, Inc.
333 Third Street
Iron River, MI 49935

Designed By: Local Agency
Engineer's Estimate: \$170,008.53

Description of Project:

0.52 miles of aggregate base, hot mix asphalt, concrete curb and gutter, aggregate shoulders and pavement marking on Lincoln Street/Third Street from US-141 to US-2, Dickinson County.

Administrative Board Approval Date:	February 19, 2008	
Contract Date:	February 28, 2008	
Original Contract Amount:	\$164,197.00	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>95,727.50</u>	<u>+ 58.30%</u>
Revised Total	<u>\$259,924.50</u>	+ 58.30%

Offset Information

Total Offsets This Request	(\$95,727.50)	- 58.30%
Net Revised Request	0.00	+ 0.00%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$164,197.90.

Approval of this extra will place the authorized status of the contract 58.30% or \$95,727.50 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 2		
HMA, 4E3	1,034.000 Ton @ \$51.25/Ton	\$52,992.50
HMA, 5E3	777.000 Ton @ \$55.00/Ton	<u>42,735.00</u>
Total		<u>\$95,727.50</u>

CM 2 Offset Information

HMA, 4E1	-1,034.000 Ton @ \$51.25/Ton	(\$52,992.50)
HMA, 5E1	-777.000 Ton @ \$55.00/Ton	<u>(42,735.00)</u>
Total		<u>(\$95,727.50)</u>

Net Revised Request **\$0.00**

Reason(s) for Extra(s)/Adjustment(s):

CM 2

The contractor requested that the hot mix asphalt called for in the plans and proposal be changed from HMA, 4E1 to HMA, 4E3, and from HMA, 5E1 to HMA, 5E3. The engineer agreed to allow the change at a price that matched the bid price for the original material. The extra cost for HMA, 4E3 and HMA, 5E3 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items in MDOT's Average Unit Price Index and the original bid items. The costs are 100 percent offset by a reduction in the original bid items listed above.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 31, 2008, meeting, and is now recommended for approval by the State Administrative Board on August 5, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunklines 100%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49876.

117. **Extra 2008 - 102**

Control Section/Job Number: 38409-83308 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: C & D Hughes, Inc.
3097 Lansing Road
Charlotte, MI 48813

Designed By: Capital Consultants
Engineer's Estimate: \$682,997.60

Description of Project:

0.51 miles of hot mix asphalt pavement removal and construction with curb and gutter, storm sewer improvements and work to repair railroad crossing on Morrell Street from Hupp Street easterly to Elm Street in the city of Jackson, Jackson County.

Administrative Board Approval Date:	May 4, 2007	
Contract Date:	May 15, 2007	
Original Contract Amount:	\$563,359.78	
Total of Overruns/Changes (Approved to Date):	2,253.56	+ 0.40%
Total of Extras/Adjustments (Approved to Date):	35,591.22	+ 6.32%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>32,560.00</u>	<u>+ 5.78%</u>
Revised Total	<u>\$633,764.56</u>	+ 12.50%

Offset Information

Total Offsets This Request	(\$16,280.00)	- 2.89%
Net Revised Request	\$16,280.00	+ 2.89%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.72% over the original budget for an **Authorized to Date Amount** of \$601,204.56.

Approval of this extra will place the authorized status of the contract 12.50% or \$70,404.78 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3 r. 1, 4 r. 1

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 3		
Dewatering of Swamp Backfill	1.000 LS @ \$16,280.00/LS	<u>\$16,280.00</u>
Total		<u>\$16,280.00</u>

CM 4		
Dewatering of Swamp Backfill	1.000 LS @ \$16,280.00/LS	<u>\$16,280.00</u>
Total		<u>\$16,280.00</u>

CM 4 Offset Information

Dewatering of Swamp Backfill, Negative Value		<u>(\$16,280.00)</u>
Total		<u>(\$16,280.00)</u>

Net Revised CM 4 Request	<u>\$0.00</u>
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Grand Total	<u>\$32,560.00</u>
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Reason(s) for Extra(s)/Adjustment(s):

CM 3

An area approximately 375 feet long by 55 feet wide was subject to peat excavation and swamp backfill to stabilize the subgrade prior to the reconstruction of the pavement on Morrell Street. The standard process does not include compaction when using swamp backfill. The engineer was concerned that the material would not have the required compaction and directed the contractor to dewater the area so that compaction could be achieved. The contractor installed a point well system to remove the groundwater so that compaction to 95 percent standard proctor could be achieved.

CM 4

As noted above in contract modification 3, dewatering had to be performed on the project. This item was inadvertently set up in the wrong category on the project. It should have been a participating item, but was set up as a 100 percent city funded item. Contract modification 4 will have an overall value of zero dollars, but is necessary to correct the error in contract modification 3. The extra costs are completely offset by a \$16,280 reduction in the extra item listed above.

NOTE: This applies to both CM 3 & CM 4 -- the extra cost for Dewatering of Swamp Backfill on each of these Contract Modifications was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and material needed to complete the work and similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its July 31, 2008, meeting, and are now recommended for approval by the State Administrative Board on August 5, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; City of Jackson, 18.15%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49203.

118. **Extra 2008 - 103**

Control Section/Job Number:	81609-54474	Local Agency Project
State Administrative Board -	This project exceeds the 6% limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% limit for reviewing extras.	
Contractor:	Peter A. Basile Sons, Inc. 13000 Newburgh Road Livonia, MI 48150	
Designed By:	Local Agency	
Engineer's Estimate:	\$1,311,178.62	

Description of Project:

0.76 miles of roundabout construction, hot mix asphalt, concrete curb and gutter, aggregate shoulders, drainage construction, sign installation, pavement marking, illumination, concrete sidewalk and slope restoration on Superior Road at Geddes Road, Washtenaw County.

Administrative Board Approval Date:	September 28, 2007	
Contract Date:	October 15, 2007	
Original Contract Amount:	\$1,165,323.04	
Total of Overruns/Changes (Approved to Date):	(21,531.50)	- 1.85%
Total of Extras/Adjustments (Approved to Date):	31,212.50	+ 2.68%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>170,199.00</u>	<u>+ 14.61%</u>
Revised Total	<u>\$1,345,203.04</u>	+ 15.44%

Offset Information

Total Offsets This Request	(\$11,657.84)	- 1.00%
Net Revised Request	\$158,541.16	13.60%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.83% over the original budget for an **Authorized to Date Amount** of \$1,175,004.04.

Approval of this extra will place the authorized status of the contract 15.44% or \$179,880.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 2

Embankment, CIP – Adjustment	461.000 Cyd @ \$9.00/Cyd	\$4,149.00
Excavation, Earth – Adjustment	13,284.000 Cyd @ \$12.50/Cyd	<u>166,050.00</u>
Total		<u>\$170,199.00</u>

CM 2 Offset Information

Embankment, CIP	-13,284.000 Cyd @ \$0.01/Cyd	(\$132.84)
Excavation, Earth	-461.000 Cyd @ \$25.00/Cyd	<u>(11,525.00)</u>
Total		<u>(\$11,657.84)</u>

Net Revised CM 2 Request **\$158,541.16**

Grand Total **\$170,199.00**

Reason(s) for Extra(s)/Adjustment(s):

CM 2

The contract plan quantities for the earth excavation and embankment items were inadvertently switched in the contract. The engineer and contractor agreed to adjust the unit prices for both quantities due to the significant change in the type of work. These adjustments represent significant cost savings to the project rather than increasing the earth excavation item and decreasing the embankment without doing the cost adjustments. The extra costs for Embankment, CIP – Adjustment and Excavation, Earth - Adjustment were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and were deemed reasonable when compared to similar items in MDOT's Average Unit Price Index. These costs are partially offset by a reduction in the original bid items noted above.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 31, 2008, meeting, and is now recommended for approval by the State Administrative Board on August 5, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48198.

119. **Extra 2008 - 105**

Control Section/Job Number:	17566-88915	Local Agency Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% limit for reviewing extras.	
Contractor:	Payne & Dolan, Inc. P O Box 351 Gladstone, MI 49837	
Designed By:	Wilcox Professional Services, LLC	
Engineer's Estimate:	\$321,091.41	

Description of Project:

0.79 miles of road resurfacing including cold milling, hot mix asphalt paving, storm sewer, concrete curb and gutter, guardrail, pavement markings, and traffic signals on Three Mile Road from Mackinac Trail (H-63) to Ashmun Street (M-129) in the city of Sault Ste. Marie, Chippewa County.

Administrative Board Approval Date:	August 7, 2007	
Contract Date:	August 8, 2007	
Original Contract Amount:	\$233,378.19	
Total of Overruns/Changes (Approved to Date):	(43,361.70)	- 18.58%
Total of Extras/Adjustments (Approved to Date):	52,902.75	+ 22.67%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>10,652.74</u>	<u>4.56%</u>
Revised Total	<u>\$253,571.98</u>	+ 8.65%

Offset Information

Total Offsets This Request	(\$2,021.73)	- 0.87%
Net Revised Request	\$8,631.01	+ 3.70%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.09% over the original budget for an **Authorized to Date Amount** of \$242,919.24.

Approval of this extra will place the authorized status of the contract 8.65% or \$20,193.79 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-185	1	\$52,902.75	12/04/07

Contract Modification Number(s): 2 r. 3, 4

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 2

Trenching – Special	6.260 Sta @ \$205.25/Sta	\$1,284.87
Aggregate Base, 8 inch	408.430 Syd @ \$6.20/Syd	2,532.27
Hand Patching	1.140 Ton @ \$90.00/Ton	102.60
Conc Pavt, Misc, Reinf, 9 inch	10.380 Syd @ \$100.00/Syd	1,038.00
Lane Tie, Epoxy Anchored	10.000 Ea @ \$15.00/Ea	150.00
Total		<u>\$5,107.74</u>

CM 2 Offset Information

Aggregate Base, 6 inch	-408.430 Syd @ \$4.95/Syd	(\$2,021.73)
Total		<u>(\$2,021.73)</u>

Net Revised CM 1 Request

\$3,086.01

CM 4

Grading – Special	1.000 LS @ \$2,300.00/LS	\$2,300.00
Dr Structure Cover, Adj, Case 1	2.000 Ea @ \$500.00/Ea	1,000.00
Dr Structure, 24 inch dia	1.000 Ea @ \$1,095.00/Ea	1,095.00
Dr Structure, Rem	1.000 Ea @ \$300.00/Ea	300.00
Sodding	50.000 Syd @ \$17.00/Syd	850.00
Total		<u>\$5,545.00</u>

Grand Total

\$10,652.74

Reason(s) for Extra(s)/Adjustment(s):

CM 2

The project was designed to have the shoulders trenched to a depth to accommodate six inches of aggregate base material. The engineer determined that the six inch depth may not be enough, given the existing site conditions, and directed the contractor to trench to a depth that would accommodate eight inches of aggregate base. This changed two items; the trenching and the aggregate base. These items were originally set up on contract modification 1 and now represent the amount needed to date. The extra cost for Trenching – Special and Aggregate Base, 8 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. The cost was partially offset by a reduction in original items noted above.

The contractor performed the milling of the hot mix asphalt (HMA) surface according to the design. Once the milling was complete, some areas of the project had exposed aggregate base and the edges of the asphalt in some areas cracked and had to be removed. In the areas that cracked and had to be removed, the engineer directed the contractor to replace the material using HMA to be paid for as hand patching. This item was originally set up on contract modification 1 and now represents the amount needed to date. The extra cost for Hand Patching was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

At the intersection of Mackinac Trail and Three Mile Road is an area that had an existing concrete pavement issue, as well as a drainage issue. The engineer directed the contractor to remove a section of the concrete pavement so it could tie into the new HMA surface and take care of the drainage issue. These items were originally set up on contract modification 1 and now represent the amount needed to date. The extra cost for Conc Pavt, Misc, Reinf, 9 inch and Lane Tie, Epoxy Anchored were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index.

CM 4

Several areas behind the new guardrail were very steep and required some additional grading. The engineer directed the contractor to complete the grading work in these areas. The extra cost for Grading - Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in other contracts completed by the local agency.

To complete some of the work, the drainage structure covers located outside the pavement areas also had to be adjusted. The engineer directed the contractor to adjust these drainage structures to provide for proper drainage. The extra cost for Dr Structure Cover, Adj, Case 1 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in other contracts completed by the local agency, and similar items within the contract.

One of the drainage structures shown on the plans indicated that it should be 24 inch diameter. The pay item for the 24 inch diameter structure was not included on the items bid by the contractor. The engineer directed the contractor to install the drainage structure. The extra cost for Dr Structure, 24 inch dia was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in other contracts completed by the local agency, and similar items within the contract.

An existing drainage structure was removed from the project because it conflicted with the proposed work. The engineer directed the contractor to remove the drainage structure. The extra cost for Dr Structure, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in other contracts completed by the local agency.

To help control soil erosion, the engineer directed the contractor to place sod on some of the steep slopes. The extra cost for Sodding was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in other contracts completed by the local agency.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its July 31, 2008, meeting, and are now recommended for approval by the State Administrative Board on August 5, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 80%, City of Sault Ste Marie, 20%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49783.

120. **Extra 2008 - 106**

Control Section/Job Number: 33403-72114 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Aggregate Industries-Central Region
911 Hatfield Avenue
Kalamazoo, MI 49001

Designed By: Tetra Tech, Inc.
Capital Consultants, Inc.

Engineer's Estimate: \$3,284,957.80

Description of Project:

0.15 miles of hot mix asphalt roadway reconstruction on East Michigan Avenue from Grand Avenue to Capitol Avenue, 0.72 miles of streetscaping including, planter island pavers, concrete, trees, lighting on East Michigan Avenue from Capitol Avenue to Pennsylvania Avenue, and replace portion of bridge deck on M-143 (East Michigan Avenue) over Museum Drive in the city of Lansing, Ingham County.

Administrative Board Approval Date:	February 20, 2007	
Contract Date:	April 12, 2007	
Original Contract Amount:	\$2,992,797.53	
Total of Overruns/Changes (Approved to Date):	80,762.27	+ 2.70%
Total of Extras/Adjustments (Approved to Date):	166,139.50	+ 5.55%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>84,211.18</u>	<u>+ 2.81%</u>
Revised Total	<u>\$3,323,910.48</u>	+ 11.06%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.25% over the original budget for an **Authorized to Date Amount** of \$3,239,699.30.

Approval of this extra will place the authorized status of the contract 11.06% or \$331,112.95 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 2

Ash Urn	3.000 Ea @ \$450.00/Ea	\$1,350.00
Bench Center Armrest	8.000 Ea @ \$235.00/Ea	1,880.00
Bike Rack	2.000 Ea @ \$650.00/Ea	1,300.00
Irrigation System, Lansing Center	1.000 LS @ \$8,737.00/LS	8,737.00
Railing for Steps	15.000 Ea @ \$785.51/Ea	11,782.65
Rudbeckia F. 'Goldstrum', 1 gal	48.000 Ea @ \$3.54/Ea	169.92
Water & Cultivate, 1 st Season, Lansing Center	1.000 LS @ \$995.00/LS	995.00
Water & Cultivate, 2 nd Season, Lansing Center	1.000 LS @ \$995.00/LS	995.00
Cercis c. 'Forest Pansy'	1.000 Ea @ \$73.00/Ea	73.00
Continus Coggygria 'Royal Purple'	3.000 Ea @ \$28.00/Ea	84.00
Fothergilla 'Blue Mist'	6.000 Ea @ \$24.00/Ea	144.00
Hydrangea a 'Annabelle'	8.000 Ea @ \$16.00/Ea	128.00
Mahonia Aquifolium	7.000 Ea @ \$21.00/Ea	147.00
Site Preparation, Gorsline-Runciman	1.000 LS @ \$2,565.00/LS	2,565.00
Taxus c. Capitata	1.000 Ea @ \$41.00/Ea	41.00
Taxus xm. 'Nigra'	4.000 Ea @ \$30.00/Ea	120.00
Water & Cultivate, 1 st Season, Gorsline-Runciman	1.000 LS @ \$629.00/LS	629.00
Water & Cultivate, 2 nd Season, Gorsline-Runciman	1.000 LS @ \$629.00/LS	629.00
Juniperus SC 'Skyrocket', 4'-5'	2.000 Ea @ \$220.00/Ea	440.00
Saponaria 50 cell	100.000 Ea @ \$4.50/Ea	450.00
Sign, Relocate	2.000 Ea @ \$300.00/Ea	600.00
Thuji occidentalis 'Little Giant' #3 gl	22.000 Ea @ \$73.00/Ea	1,606.00
Ornamental Bollard and Handrail, Repair	1.000 Ea @ \$1,769.00/Ea	1,769.00
Truncated Domes	200.000 Sft @ \$62.00/Sft	12,400.00
Underground Tank Rem, Disposal, Backfill	1.000 Ea @ \$7,726.00/Ea	7,726.00
Cement	18.000 Ton @ \$200.00/Ton	3,600.00

Dr Structure, 24 inch dia	2.000 Ea @ \$1,400.00/Ea	2,800.00
Erosion Control, Sand Bag Special	138.000 Ea @ \$12.00/Ea	1,656.00
Hand Patching	50.160 Ton @ \$125.80/Ton	6,310.13
Hydrant, Relocate, Case 2 #703 E. Michigan Avenue	1.000 Ea @ \$3,813.00/Ea	3,813.00
Hydrant, Relocate, Case 2 Southwest Michigan At Hosmer	1.000 Ea @ \$4,175.00/Ea	4,175.00
Pavt Mrkg, Longit, 6" or Less Width, Rem	581.000 Ft @ \$0.83/Ft	482.23
Pavt Mrkg, Ovly Cld Plas, Thu, Rt Tn Ar Sym	1.000 Ea @ \$290.00/Ea	290.00
Pavt Mrkg, Ovly Cold Plastic, Rt Tn Ar Sym	1.000 Ea @ \$170.00/Ea	170.00
Rem Spec Mrkg	105.000 Sft @ \$3.85/Sft	404.25
Sewer Bulkhead, 12 inch	5.000 Ea @ \$250.00/Ea	1,250.00
Sewer Tap, 12 inch	5.000 Ea @ \$500.00/Ea	2,500.00
Total		<u>\$84,211.18</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 2

The City of Lansing requested several changes to the landscaping around the Lansing Center area. The engineer directed the contractor to perform the work. The extra cost for Ash Urn; Bench Center Armrest; Bike Rack; Irrigation System, Lansing Center; Railing for Steps; Rudbeckia F. 'Goldstrum', 1 gal; Water & Cultivate, 1st Season, Lansing Center and Water & Cultivate, 2nd Season, Lansing Center was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index and other work completed by the city.

The owner of the Gorsline-Runciman Funeral Home requested some changes to the plantings in front of the funeral home. The city agreed with the changes and the engineer directed the contractor to complete the work. The extra cost for Cercis c. 'Forest Pansy'; Continus Coggygia 'Royal Purple'; Fothergilla 'Blue Mist'; Hydrangea a 'Annabelle'; Mahonia Aquifolium; Site Preparation, Gorsline-Runciman; Taxus c. Capitata; Taxus xm. 'Nigra'; Water & Cultivate, 1st Season, Gorsline-Runciman and Water & Cultivate, 2nd Season, Gorsline-Runciman was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index and other work completed by the city.

The owner of the Jon Anthony Florist requested some changes to the plantings in front of their business. The city agreed with the changes and the engineer directed the contractor to complete the work. The extra cost for Juniperus SC 'Skyrocket', 4' -5'; Saponaria 50 cell; Sign, Relocate and Thuji occidentalis 'Little Giant' #3 gl was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index and other work completed by the city.

This work includes resetting three ornamental bollards and handrails damaged by traffic. It is believed that a delivery vehicle (tractor-trailer) attempting to negotiate the traffic circle at Michigan and Washington Avenues caused the damage. The extra cost for Ornamental Bollard and Handrail, Repair was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the time, equipment and materials necessary to repair the items.

Prefabricated truncated domes were added at the Americans with Disabilities Act (ADA) ramps at the four quadrants at Michigan and Washington Avenues, and the four quadrants at Michigan Avenue and the CSX Railroad tracks. This was done to match the City of Lansing's current standard for ADA compliant ramps. The extra cost for Truncated Domes was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the time, equipment and materials necessary to complete the work.

An underground storage tank was found in the rain garden excavation at the northeast corner of Michigan Avenue and Eighth Street. The engineer directed the contractor to remove the tank and surrounding soils. The extra cost for Underground Tank Rem, Disposal, Backfill was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the time, equipment and materials necessary to complete the work.

The plans indicated the use of standard concrete for all concrete items. The engineer directed the contractor to use a concrete mix with additional cement so that the areas could be used earlier. The extra cost for Cement was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index and other work completed by the city.

To improve the drainage at two locations, the engineer directed the contractor to install 24 inch diameter drainage structures. The extra cost for Dr Structure, 24 inch dia was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index and other work completed by the city.

To help prevent the high salt content water from running off into the rain gardens during the winter, the engineer directed the contractor to place sand bags around the outlet. The extra cost for Erosion Control, Sand Bag Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the time, equipment and materials necessary to complete the work.

While maintaining traffic on the project, potholes started to develop. The engineer directed the contractor to patch the potholes. The extra cost for Hand Patching was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

Two fire hydrants required relocation to complete the rain garden. The engineer directed the contractor to complete the work required for each hydrant. The extra cost for Hydrant, Relocate, Case 2 #703 E. Michigan Avenue and Hydrant, Relocate, Case 2 Southwest Michigan at Hosmer was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the time, equipment and materials necessary to complete the relocations.

The plans did not include some of the pavement marking items necessary for the project. They also did not include the necessary removal items needed to complete the work. The engineer directed the contractor to place and remove the required pavement markings. The extra cost for Pavt Mrkg, Longit, 6"or Less Width, Rem; Pavt Mrkg,Ovly Cld Plas, Thu, Rt Tn Ar Sym; Pavt Mrkg,Ovly Cold Plastic, Rt Tn Ar Sym and Rem Spec Mrkg was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

Due to various changes in the storm sewer system, some of the abandon lines needed to be bulkheaded and some needed to be tapped into drainage structures. The engineer directed the contractor to complete the work. The extra cost for Sewer Bulkhead, 12 inch and Sewer Tap, 12 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on August 5, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 53.41%; City of Lansing, 46.59%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48933.

121. **Extra 2008 - 107**

Control Section/Job Number: 73171-75246 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Interstate Highway Construction
P.O. Box 4356
Englewood, CO 80155

Designed By: MDOT
Rowe, Inc.
HH Engineering, Limited
URS Corporation Great Lakes

Engineer's Estimate: \$54,000,289.38

Description of Project:

6.67 miles of concrete reconstruction, widening and median enclosure, drainage and safety improvements on I-75 from Birch Run Creek northerly to Dixie Highway, and superstructure replacement on I-75 over Dixie Highway, bridge widening on I-75 over the Cass River, and bridge rehabilitation on I-75 under Maple Road, Curtis Road, Riverview Drive and Townline Road, Saginaw County. This project includes a 5 year material and workmanship pavement warranty.

Administrative Board Approval Date:	September 19, 2006	
Contract Date:	October 03, 2006	
Original Contract Amount:	\$49,944,782.37	
Total of Overruns/Changes (Approved to Date):	(\$5,059,355.27)	- 10.13%
Total of Extras/Adjustments (Approved to Date):	5,227,556.08	+ 10.47%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>1,693.74</u>	<u>+ 0.00%</u>
Revised Total	<u>\$50,114,676.92</u>	0.34%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.34% over the original budget for an **Authorized to Date Amount** of \$50,112,983.18.

Approval of this extra will place the authorized status of the contract 0.34% or \$169,894.55 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-93	1 r. 2	\$4,576,923.49	07/03/07
2007-142	4 r. 2	\$166,711.80	10/02/07
2007-170	5, 7 r. 1	\$256,488.00	11/06/07
2007-179	9, 10	\$42,112.50	12/04/07
2008-053	11, 14 r. 2	\$170,215.25	04/01/08

Contract Modification Number(s): 19

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 19

Bag Traffic Signal	3.000 Ea @ \$210.00/Ea	\$630.00
Guardrail, Backed, Det G3	3.000 Ea @ \$354.58/Ea	<u>1,063.74</u>
Total		<u>\$1,693.74</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 19

The traffic control on Dixie Highway under I-75 will require traffic to be shifted back and forth many times, which will require the traffic signals to be covered. This item was originally set up on contract modification 9 and now represents the amount needed to date. The extra cost for Bag Traffic Signal was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and materials needed to complete the work.

During the second season of construction on the project, traffic on southbound I-75 will be shifted onto the shoulder. Once traffic is shifted, some of the culvert end sections would end up within the clear zone of southbound traffic and will require guardrail. Due to the depth of the culverts, the standard guardrail posts cannot be used when the guardrail is placed above the culvert. Therefore, the engineer directed the contractor to place backed guardrail in these areas. The extra cost for Guardrail, Backed, Det G3 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its July 31, 2008, meeting, and are now recommended for approval by the State Administrative Board on August 5, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48722.

122. **Extra 2008 - 109**

Control Section/Job Number:	82051-48539	MDOT Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% limit for reviewing extras.	
Contractor:	E. C. Korneffel Co. 2691 Veterans Parkway Trenton, MI 48183	
Designed By:	Parsons Brinckerhoff Michigan, Inc.	
Engineer's Estimate:	\$871,660.33	
Description of Project:		
Superstructure replacement and approach work on US-24, over Silver Creek in the City of Flat Rock, Monroe County.		

Administrative Board Approval Date:	December 20, 2005	
Contract Date:	January 19, 2006	
Original Contract Amount:	\$774,880.74	
Total of Overruns/Changes (Approved to Date):	(2,893.77)	- 0.37%
Total of Extras/Adjustments (Approved to Date):	85,654.99	+ 11.05%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>26,650.42</u>	<u>+ 3.44%</u>
Revised Total	<u>\$884,292.38</u>	+ 14.12%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.68% over the original budget for an **Authorized to Date Amount** of \$857,641.96.

Approval of this extra will place the authorized status of the contract 14.12% or \$109,411.64 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-138	3 r. 1	\$40,940.00	10/03/06
2006-158	4 r. 1	\$5,730.00	11/07/06
2007-33	6	\$1,050.00	03/06/07
2007-55	7 r. 1	\$2,231.13	04/03/07
2007-97	12 r. 3	\$675.00	08/07/07
2007-145	13 r. 2	\$44,911.86	10/02/07

Contract Modification Number(s): 17 r. 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 17

Sanitary HDPE		\$18,423.99
Traffic Control Adjustment	1.000 LS @ \$8,226.43/LS	8,226.43
Total		<u>\$26,650.42</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 17

The plans indicated that the sanitary sewer under the creek would be replaced with a ductile iron sewer. After the project was let the type of pipe was changed to a high density polyethylene (HDPE) and an insulated cover. This change was requested by Wayne County and the Municipal Utilities Unit in Lansing. The engineer directed the contractor to change the material and how the pipe would be installed. This work was originally set up on contract modification 2 as a budget force account and now represents the amount needed to date. This item was partially offset by a reduction in the original item totaling \$2,990 on contract modification 2. The extra cost for Sanitary HDPE is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 41 days without the assessment of liquidated damages and traffic control devices were required to be used during the extended time frame. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Traffic Control Adjustments was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 31, 2008, meeting, and is now recommended for approval by the State Administrative Board on August 5, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48134.

123. **Extra 2008 - 110**

Control Section/Job Number: 82101-80373 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Ajax Paving Industries, Inc.
830 Kirts Blvd., Suite 100
Troy, MI 48084

Designed By: Parsons Brinkerhoff Michigan, Inc.

Engineer's Estimate: \$722,882.93

Description of Project:

0.49 miles of safety improvements including widening for left turn lane, hot mix asphalt resurfacing, cleaning ditches and drainage structures, leads and shoulder upgrades on Old M-14 (Ann Arbor Road) at Ridge Road, Wayne County.

Administrative Board Approval Date:	May 1, 2007	
Contract Date:	June 4, 1007	
Original Contract Amount:	\$843,932.31	
Total of Overruns/Changes (Approved to Date):	(110,311.67)	- 13.07%
Total of Extras/Adjustments (Approved to Date):	38,092.11	+ 4.51%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>27,284.00</u>	<u>+ 3.23%</u>
Revised Total	<u>\$798,996.75</u>	- 5.33%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.56% under the original budget for an **Authorized to Date Amount** of \$771,712.75.

Approval of this extra will place the authorized status of the contract 5.33% or \$44,935.56 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: none

Contract Modification Number(s): 8

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 8

Binder Upgrade to High Stress	1.000 LS @ \$27,284.00/LS	<u>\$27,284.00</u>
Total		<u>\$27,284.00</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 8

The intersection of Ridge Road and Old M-14 was upgraded to a signalized intersection after the project was let. To accommodate the stop and go traffic, the Metro Region Materials Engineer approved a binder upgrade on the leveling and top course from performance grade (PG) 58-22 to 70-22P. The contractor also requested that the asphalt mix be changed from an E1 to an E3 mix with a reduction in the cost. The engineer directed the contractor to change the binder and the mix type on the project. The extra cost for Binder Upgrade to High Stress was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is now recommended for approval by the State Administrative Board on August 5, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 90%; State Restricted Trunkline, 10%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the cost associated with this benefit to the public by including the item in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48170.

124. **Extra 2008 - 111**

Control Section/Job Number: 82194-88489 MDOT Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Midwest Bridge Company
P O Box 40
Williamston, MI 48895

Designed By: MDOT
Engineer's Estimate: \$57,879.07

Description of Project:

Emergency repairs and partial cleaning and coating on I-75 over Rouge River in the City of Detroit, Wayne County.

Administrative Board Approval Date:	June 5, 2007	
Contract Date:	June 5, 2007	
Original Contract Amount:	\$78,560.00	
Total of Overruns/Changes (Approved to Date):	12,079.00	+ 15.38%
Total of Extras/Adjustments (Approved to Date):	146,751.00	+ 186.80%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>4,479.00</u>	<u>+ 5.70%</u>
Revised Total	<u>\$241,869.00</u>	+ 207.88%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 202.18% over the original budget for an **Authorized to Date Amount** of \$237,390.00.

Approval of this extra will place the authorized status of the contract 207.88% or \$163,309.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-017	1 r. 1	\$146,751.00	02/05/08

Contract Modification Number(s): 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 3

Patch, Forming	38.790.000 Sft @ \$100.00/Sft	\$3,879.00
Patching Conc, C-L	0.600 Cyd @ \$1,000.00/Cyd	<u>600.00</u>
Total		<u>\$4,479.00</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 3

The project was set up for emergency bridge repair work on the I-75 bridge over the Rouge River. Originally, this contract was set up to perform substructure repair work at piers seven and eleven. After the project was let, Lansing Bridge Design contacted the Allen Park Field Office regarding additional emergency repair work on Pier 91. Items of work, quantities, and plan sheets were generated for this work and presented to the contractor for a quote. The engineer directed the contractor to complete the work. This work was originally included on contract modification 1 and now represents the amount needed to date. The extra cost Patch, Forming and Patching Conc, C-L was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Prices and the work required.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 31, 2008 meeting, and is now recommended for approval by the State Administrative Board on August 5, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48217.

125. **Extra 2008 - 112**

Control Section/Job Number:	82194-100118	MDOT Project
State Administrative Board -	This project exceeds the 6% limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% limit for reviewing extras. This project also has at least one extra that exceeds the \$250,000 limit for reviewing extras.	
Contractor:	Six-S, Inc. 2210 Scott Lake Road Waterford, MI 48328	
Designed By:	MDOT	
Engineer's Estimate:	\$1,436,527.57	

Description of Project:

10.49 miles of concrete pavement restoration, concrete joint resealing, and spall repair on I-75 south of Dix Toledo Highway to the Rouge River Bridge in the cities of Allen Park, Lincoln Park, Detroit, Melvindale, Taylor, and Southgate, Wayne County.

Administrative Board Approval Date:	March 18, 2008	
Contract Date:	April 11, 2008	
Original Contract Amount:	\$1,144,162.61	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>325,341.50</u>	<u>+ 28.43%</u>
Revised Total	<u>\$1,469,504.11</u>	+ 28.43%

Offset Information

Total Offsets This Request	(\$261,866.05)	- 22.89%
Net Revised Request	\$63,475.45	+ 5.55%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$1,144,162.61.

Approval of this extra will place the authorized status of the contract 28.43% or \$325,341.50 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1

Conc Pavt. Misc. Nonreinf. 10 inch	8,734.000 Syd @ \$37.25/Syd	<u>\$325,341.50</u>
Total		<u>\$325,341.50</u>

CM 1 Offset Information

Joint, Contraction, C2	-228.000 Ft @ \$9.62/Ft	(\$2,193.36)
Joint, Contraction, Crg	-2,710.000 Ft @ \$13.25/Ft	(35,907.50)
Joint, Expansion, Erg	-1,129.000 Ft @ \$10.26/Ft	(11,583.54)
Joint, Tied, Trg	-3,346.000 Ft @ \$4.00/Ft	(13,384.00)
Lane Tied, Epoxy Anchored	-3,222.000 Ea @ \$4.72/Ea	(15,207.84)
Pavt Repr, Reinf Conc, 11 inch	-3,583.000 Syd @ \$40.40/Syd	(144,753.20)
Pavt Repr, Rem	-1,732.000 Syd @ \$16.19/Syd	(28,041.08)
Pavt Repr, Conc, Mov from Repr to Repr	-1,429.000 Ea @ \$0.01/Ea	(14.29)
Pavt, Rem	-482.000 Syd @ \$12.62/Syd	(6,082.84)
Saw Cut, Intermediate	-3,356.000 Ft @ \$1.40/Ft	(4,698.40)
Total		(\$261,866.05)

Net Revised CM 1 Request

\$63,475.45

Grand Total

\$325,341.50

Reason(s) for Extra(s)/Adjustment(s):

CM 1

The condition of the pavement in this project was so deteriorated that patching the right lane was well beyond the normal frequency of patches allowed by the Design Manual for a one mile section of roadway. The project also did not have diamond grinding set up to provide an acceptable ride with this frequency of patches; thus, the decision was made to replace the entire right lane. The engineer directed the contractor not to complete the concrete patches in this area, but to remove and replace the entire lane. The extra cost for Conc Pavt, Misc. Nonreinf. 10 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index. The cost is partially offset by a reduction in the original bid items noted above.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 31, 2008, meeting, and is now recommended for approval by the State Administrative Board on August 5, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 90%; State Restricted Trunkline, 10%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48146.

126. **Extra 2008 - 113**

Control Section/Job Number: 82457-52174 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: Spalding DeDecker Associates, Inc.
Ayres, Lewis, Norris & May, Inc.

Engineer's Estimate: \$10,335,376.80

Description of Project:

0.74 kilometers of railroad grade separation and concrete pavement reconstruction, drainage improvements, water main relocations, pump house construction, 2 span steel I beam bridge, and pavement markings on Sheldon Road from 120 meters south of Nantucket to 100 meters north of M-14 overpass in the City of Plymouth, Wayne County.

Administrative Board Approval Date:	November 8, 2006	
Contract Date:	November 20, 2006	
Original Contract Amount:	\$10,170,387.92	
Total of Overruns/Changes (Approved to Date):	195,919.40	+ 1.93%
Total of Extras/Adjustments (Approved to Date):	789,445.92	+ 7.76%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>160,381.83</u>	<u>+ 1.58%</u>
Revised Total	<u>\$11,316,135.07</u>	+ 11.27%

Offset Information

Total Offsets This Request	(\$3,285.00)	- 0.03%
Net Revised Request	\$157,096.83	+ 1.54%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.69% over the original budget for an **Authorized to Date Amount** of \$11,155,753.24.

Approval of this extra will place the authorized status of the contract 11.27% or \$1,145,747.15 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-85	7	\$350,000.00	06/05/07
2007-148	8	\$350,000.00	10/02/07

Contract Modification Number(s): 12, 13, 14 r. 3, 15 r. 2, 16, 17, 18, 19, 20 r. 1, 21

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 12

Premium Charge Water Main Connection		<u>\$1,844.93</u>
Total		<u>\$1,844.93</u>

CM 13

Street Approach Improvement	1.000 LS @ \$2,841.63/LS	<u>\$2,841.63</u>
Total		<u>\$2,841.63</u>

CM 14

Steel Casing Changes		<u>\$97,080.99</u>
Total		<u>\$97,080.99</u>

CM 15

30" Gate Valve Modification	1.000 LS @ \$25,448.23/LS	<u>\$25,448.23</u>
Total		<u>\$25,448.23</u>

CM 16

Water Main Material Relocation	1.000 LS @ \$1,814.54/LS	<u>\$1,814.54</u>
Total		<u>\$1,814.54</u>

CM 17

Special Grading	1.000 LS @ \$285.11/LS	<u>\$285.11</u>
Total		<u>\$285.11</u>

CM 18

Exploratory Excavation		<u>\$2,993.00</u>
Total		<u>\$2,993.00</u>

CM 19

Water Main Connection	1.000 LS @ \$3,285.00/LS	<u>\$3,285.00</u>
Total		<u>\$3,285.00</u>

CM 19 Offset Information

Adj – Water Main Connection	<u>(\$3,285.00)</u>
Total	<u>(\$3,285.00)</u>

Net Revised CM 19 Request	<u>\$0.00</u>
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CM 20		
Electrical Revision	1.000 LS @ \$1,926.40/LS	<u>\$1,926.40</u>
Total		<u>\$1,926.40</u>
CM 21		
Jack and Bore Under Plymouth Oaks	1.000 LS @ \$22,862.00/LS	<u>\$22,862.00</u>
Total		<u>\$22,862.00</u>
Grand Total		<u>\$160,381.8</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 12

The engineer requested the contractor to make a couple water main connections on a Saturday to reduce any inconvenience for the business at 909 Sheldon Road. The contractor agreed to perform this work on Saturday, as long they were compensated for the difference between what it would cost to do the work on a regular workday and the cost to do the work on Saturday. The extra cost for Premium Charge Water Main Connection was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and material needed to complete the work. This item is 100 percent funded by the City of Plymouth.

CM 13

The engineer directed the contractor to make improvements to the approach of Plymouth Oaks Boulevard coming off Sheldon Road. The improvements made the turn onto Plymouth Oaks Boulevard more accessible. This item of work included curb removal, earth excavation and aggregate base. The extra cost for Street Approach Improvement was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and material needed to complete the work.

CM 14

Due to the railroad specifications, the steel casing required to be placed under the railroad needed to be thicker. The plans called out the material to be 17 millimeters thick, but the railroad requires 22 millimeters thick. The engineer also determined that one of the specified casings would not be large enough for the type of pipe. They requested that the contractor increase the size from 900 millimeter to 1067 millimeter. All of the changes in the steel casing were combined into one item to cover all of the additional costs. The extra cost for Steel Casing Changes was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs of the price increase due to the changes were deemed reasonable based on the documentation supplied by the contractor, and verified by the engineer.

CM 15

The contract special provision required a certain type of 30 inch gate valve that at the time only one manufacture could meet. Since this time the manufacture went out of business. Another valve was found that would be acceptable to the Detroit Water and Sewer Department. The engineer directed the contractor to use this valve. The extra cost for 30" Gate Valve Modification - Extra was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs of the price increase due to the changes were deemed reasonable based on the documentation supplied by the contractor, and verified by the engineer.

CM 16

The contractor had materials delivered for some of the water main work along Sheldon Road. Due to delays that were beyond the contractor's control, the water main work in this area had to be delayed. The city requested that the materials be moved due to complaints about the storage of the materials. The engineer directed the contractor to move the materials until the work could be rescheduled. The extra cost for Water main Material Relocation - Extra was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time and equipment needed to complete the work.

CM 17

The engineer directed the contractor to return to the project site and grade an area so that DTE Energy could place anchor guys at the proposed grade, in order to remove the guys that are in the excavation area. The contractor attempted to perform this grading; however, other utilities were in the way and prevented the contractor from doing this work. The extra cost for Special Grading - Extra was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time and equipment used by the contractor.

CM 18

The engineer directed the contractor to perform exploratory excavation to determine the best route to place the storm sewer along the west side of the project. The extra cost for Exploratory Excavation - Extra was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and materials needed to complete the work.

CM 19

On contract modification 11 an extra was created to pay the contractor for the delays in performing the water main connection that were beyond their control. The item was inadvertently set up in the wrong category. It should have been 100 percent funded by Wayne County. The extra cost for Water Main connection - Extra was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and materials needed to complete the work. This item is 100 percent funded by Wayne County and is completely offset by a reduction in the extra noted above.

CM 20

At the request of Wayne County Department of Public Services, the contractor was requested to change the original electrical work specified for the pump station in the contract. The engineer directed the contractor to complete the electrical work based on the revised information. The extra cost for Electrical Revision - Extra was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs of the price increase due to the changes were deemed reasonable based on the documentation supplied by the contractor, and verified by the engineer.

CM 21

To maintain traffic flow, the engineer directed the contractor to jack and bore the outlet and electrical for the pump station under Plymouth Oaks Boulevard. The extra cost for Jack and Bore Under Plymouth Oaks - Extra was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with other jack and bore bid items on the contract.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on August 5, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 69.95%; State Restricted Trunkline, 17.49%; Wayne County, 12.56%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48170.

127. **Extra 2008 - 114**

Control Section/Job Number:	81001-47131	Local Agency Project
State Administrative Board -	This project exceeds the 6% limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Walter Toebe Construction Co. 12001 Wall Street Wixom, MI 48393	
Designed By:	Parsons Brinkerhoff Michigan, Inc.	
Engineer's Estimate:	\$20,634,489.75	

Description of Project:

Removal of ten (10) span concrete encased steel beam bridge, removal of a two (2) span earth filled concrete arch bridge, 0.22 km of brick and bituminous pavement reconstruction, construction of a four (4) span, precast, prestressed concrete box beam bridge including related approach work, and construction of a three (3) span, precast, prestressed concrete box beam bridge including related approach work on Broadway Street over PCRR and Depot Street and on Broadway Street over the Huron River and Depot Street from Broadway to State in the city of Ann Arbor, Washtenaw County.

Administrative Board Approval Date:	December 17, 2002	
Contract Date:	January 31, 2003	
Original Contract Amount:	\$17,774,920.53	
Total of Overruns/Changes (Approved to Date):	790,106.76	+ 4.45%
Total of Extras/Adjustments (Approved to Date):	868,098.87	+ 4.88%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>218,561.12</u>	<u>+ 1.23%</u>
Revised Total	<u>\$19,651,687.28</u>	+ 10.56%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.33% over the original budget for an **Authorized to Date Amount** of \$19,433,126.16.

Approval of this extra will place the authorized status of the contract 10.56% or \$1,876,766.75 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 79

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 79

Foundation Piling, Adjustment	<u>\$218,561.12</u>
Total	<u>\$218,561.12</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 79

Section 103.02.B of the 1996 Standard Specifications for Construction states if alterations or changes in quantities significantly change the character of the work under the contract, an adjustment will be made to the contract. In this same section, number 2 indicates a significant change can be an increase in excess of 125 percent or decrease below 75 percent on a major item of work. Pile, Steel, Furn and Driven, 360 mm was determined to be a major item of work on this contract and the final quantity is about 60 percent of the initial quantity set up on the project. The extra cost for Foundation Piling, Adjustment was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable based on documentation submitted by the contractor and verified by the engineer.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on August 5, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 68.47%; State Restricted Trunkline, 12.84%; City of Ann Arbor, 18.69%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48104, 48105.

128. **Extra 2008 - 115**

Control Section/Job Number: 17419-79316 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: M & M Excavating Co., Inc.
17 Old State Road
Gaylord, MI 49735

Designed By: Wilcox Professional Services, LLC
Engineer's Estimate: \$2,175,559.50

Description of Project:

0.97 miles of hot mix asphalt road reconstruction including storm sewer, sanitary sewer, and watermain construction on West Portage Avenue from West Easterday Avenue to Peck Street in the city of Sault Ste. Marie, Chippewa County.

Administrative Board Approval Date:	May 15, 2007	
Contract Date:	June 26, 2007	
Original Contract Amount:	\$1,866,969.72	
Total of Overruns/Changes (Approved to Date):	110,818.11	+ 5.94%
Total of Extras/Adjustments (Approved to Date):	93,340.38	+ 5.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>41,464.45</u>	<u>+ 2.22%</u>
Revised Total	<u>\$2,112,592.66</u>	+ 13.16%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.94% over the original budget for an **Authorized to Date Amount** of \$2,071,128.21.

Approval of this extra will place the authorized status of the contract 13.16% or \$245,622.94 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4, 5 r. 3

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 4

Aggregate Base, 4 inch Special	167.49 Syd @ \$9.50/Syd	\$1,591.16
Sewer, PVC, SDR 26, 8 inch, Tr Det B	131.000 Ft @ \$22.00/Ft	2,882.00
Sewer, PVC, SDR 26, 10 inch Tr Det B	36.000 Ft @ \$24.50/Ft	882.00
Reconstruct 48 inch dia Dr Structure	4.670 Ft @ \$250.00/Ft	1,167.50
Dr Structure, Geotextile Wrap	14.000 Ea @ \$95/00/Ea	1,330.00
Additional Depth Water Main Connections	1.000 LS @ 799.98/LS	799.98
Wrapped 6A Drainage Course	1.000 LS @ \$1,088.19/LS	1,088.19
Approach, CI I, 6 inch	362.910 Syd @ \$5.00/Syd	1,814.55
Cement	17.000 Ton @ \$200.42/Ton	3,407.14
Clearing	0.470 Acre @ \$4,500.00/Acre	2,115.00
Dr Structure, Tap, 10 inch	2.000 Ea @ \$320.00/Ea	640.00
Dr Structure, Tap, 8 inch	2.000 Ea @ \$300.00/Ea	600.00
Driveway Opening, Conc, Det M	93.000 Ft @ \$15.25/Ft	1,418.25
Mulch Blanket	549.500 Syd @ \$1.25/Syd	686.88
Sewer Bulkhead, 12 inch	3.000 Ea @ \$200.00/Ea	600.00
Total		<u>\$21,022.65</u>

CM 5

Aggregate Base, 4 inch – Special	4.120 Syd @ \$9.50/Syd	\$39.14
Sewer, PVC, SDR 26, 8 inch, Tr Det B	7.000 Ft @ \$22.00/Ft	154.00
Backfill, Swamp	85.200 Cyd @ \$8.75/Cyd	745.50
Cement	3.447 Ton @ \$200.42/Ton	690.85
Added Sawcutting at Holiday Station Dr	1.000 LS @ \$285.00/LS	285.00
Curb & Gutter, Conc, Det C5 – Special	21.000 Ft @ \$24.00/Ft	504.00
Curb & Gutter, Conc, Det C6 – Special	60.000 Ft @ \$18.00/Ft	1,080.00
Maintaining Temporary Road and Shoulders	1.000 LS @ \$1,559.57/LS	1,559.57
Rem Conc Base for Fence Posts	1.000 LS @ \$315.00/LS	315.00
Restock Materials for San MH 506	1.000 LS @ \$177.34/LS	177.34
San Sewer Wye Branch, 18 inch by 8 inch	1.000 Ea @ \$350.00/LS	350.00
Temporary CSO Overflow Connection	1.000 LS @ \$2,389.48/LS	2,389.48
Turf Drain Sta 61+96	1.000 LS @ \$1,069.42/LS	1,069.42
Dr Structure, Tap, 8 inch	1.000 Ea @ \$275.00/LS	275.00
Guardrail Approach Terminal, Type 2B	3.000 Ea @ \$2,572.50/Ea	7,717.50
Sewer Bulkhead, 30 inch	2.000 Ea @ \$400.00/Ea	800.00
Sewer Tap, 10 inch	2.000 Ea @ \$320.00/Ea	640.00
Sewer Tap, 8 inch	2.000 Ea @ \$300.00/Ea	600.00
Underdrain, Outlet Ending, 6 inch	2.000 Ea @ \$150.00/Ea	300.00
Water Shutoff, Adj	5.000 Ea @ \$150.00/Ea	750.00
Total		<u>\$20,441.80</u>

Grand Total

\$41,464.45

Reason(s) for Extra(s)/Adjustment(s):

CM 4

The plans did not include placing aggregate base under the guardrail. The engineer directed the contractor to place 4 inches of aggregate base in this area so it would support the pavement to be placed in the area. The extra cost for Aggregate Base, 4 inch – Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

In several locations on the project, the engineer directed the contractor to use PVC for the storm sewer due to conflicts with utilities and other sewer lines. The cost for the additional items will be partially offset when the project is complete and the original item is balanced. The extra cost for Sewer, PVC, SDR 26, 8 inch, Tr Det B and Sewer, PVC, SDR 26, 10 inch, Tr Det B was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

Some of the existing drainage structures were found to be in a deteriorated condition and needed to be reconstructed. The engineer directed the contractor to reconstruct the drainage structures. The extra cost for Reconstruct 48 inch dia Dr Structure was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

The City of Sault Ste. Marie requested that the catch basins be wrapped with geotextile on the outside to prevent sand from migrating through the block/brick work and pipe connection points, thereby causing sinkholes outside of the structures. The engineer directed the contractor to complete the work. The extra cost for Dr Structure, Geotextile Wrap was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index and other contracts completed by the local agency.

The existing water main was deeper than shown on the plans at the tie in location. This required the contractor to perform additional work while completing the tie in. The engineer directed the contractor to complete the work. The extra cost for Additional Depth Water Main Connections was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index and other contracts completed by the local agency.

To help stabilize an area on the project, and also to improve the drainage in the area, the engineer directed the contractor to install a 6A drainage course wrapped with geotextile. The extra cost for Wrapped 6A Drainage Course was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the time, equipment and materials necessary to complete the work.

The plans indicated that gravel should be placed in the driveways prior to placing the hot mix asphalt but did not include gravel on the bid sheet. The engineer directed the contractor to place the gravel. The extra cost for Approach, CI I, 6 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

The plans indicated the use of standard concrete for all concrete items. The engineer directed the contractor to use a concrete mix with additional cement so that the areas could be used earlier. The extra cost for Cement was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

The area had to be cleared to complete some of the work. The engineer directed the contractor to clear the area. The extra cost for Clearing was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

The drawings included a detail for the driveways for an "M" opening. One of the job numbers on the contract did not have the item but it was necessary for that area of the contract. The extra cost for Driveway Opening, Conc, Det M was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to the original bid item.

The engineer directed the contractor to place mulch blanket in some of the areas to help prevent runoff. The extra cost for Mulch Blanket was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

Due to various changes in the storm sewer system, some of the abandon lines needed to be bulkheaded and some of the lines needed to be tapped into drainage structures. The engineer directed the contractor to complete the work. The extra cost for Dr Structure, Tap, 10 inch; Dr Structure, Tap, 8 inch and Sewer Bulkhead, 12 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

CM 5

The plans did not include placing aggregate base under the guardrail. The engineer directed the contractor to place 4 inches of aggregate base in this area so it would support the pavement placed in the area. This item was originally set up on contract modification 4 and now represents the amount needed to date. The extra cost for Aggregate Base, 4 inch – Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

In several locations on the project, the engineer directed the contractor to use PVC for the storm sewer due to conflicts with utilities and other sewer lines. The cost for the additional items will be partially offset when the project is complete and the original item is balanced. This item was originally set up on contract modification 4 and now represents the amount needed to date. The extra cost for Sewer, PVC, SDR 26, 8 inch, Tr Det B was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

Unsuitable soils were found in an area of the project. The engineer directed the contractor to remove the soils and replace them. The unsuitable soils were removed using peat excavation and replaced using swamp backfill. The swamp backfill item was originally set up on contract modification 2 and now represents the amount needed to date. The extra cost for Backfill, Swamp was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

The plans indicated the use of standard concrete for all concrete items. The engineer directed the contractor to use a concrete mix with additional cement so that the areas could be used earlier. The extra cost for Cement was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

The driveway at the Holiday Station was sawcut as shown on the plans. The engineer then decided that more of the area should be removed which required additional sawcutting. The extra cost for Added Sawcutting at Holiday Station Dr was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the time and equipment necessary to complete the work.

The location of the catch basins at four locations required that the curb and gutter be adjusted by hand at each location. Due to the additional work required adjusting the curb and gutter the engineer agreed to an additional price for the curb and gutter. The extra cost for Curb & Gutter, Conc, Det C5 – Special and Curb & Gutter, Conc, Det C6 – Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

Due to numerous rain events the gravel road deteriorated. The engineer determined that this was beyond the contractors control and agreed to pay the contractor to repair the areas. The extra cost for Maintaining Temporary Road and Shoulders was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the time, equipment and materials necessary to complete the work.

While trying to install the fence, the contractor encountered some concrete. The engineer directed the contractor to remove the concrete so that the fence post could be installed. The extra cost for Rem Conc Base for Fence Posts was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the time, equipment and materials necessary to complete the work.

Due to conflicts between the sanitary sewer and the storm sewer, the engineer directed the contractor to make changes in their locations. The contractor already had some of the items on site and ready to be installed. They returned the materials to the supplier and the supplier charged them a restocking fee. The extra cost for Restock Materials for San MH 506 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the invoice from the supplier for the restocking fee.

The city requested that a connection to the 18 inch sanitary sewer be installed for future expansion. The engineer directed the contractor to install a wye at this location. The extra cost for San Sewer Wye Branch, 18 inch by 8 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index and other contracts completed by the city.

The engineer directed the contractor to provide a temporary connection of the storm sewer to the sanitary sewer until the other storm sewer work could be completed. The extra cost for Temporary CSO Overflow Connection was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the time, equipment and materials necessary to complete the work.

Due to concerns about ponding of water behind the curb the engineer directed the contractor to install a drain under the turf. The extra cost for Turf Drain Sta 61+96 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the time, equipment and materials necessary to complete the work.

Due to various changes in the storm sewer system, some of the abandon lines needed to be bulkheaded and some of the lines needed to be tapped into drainage structures. The engineer directed the contractor to complete the work. The extra cost for Dr Structure, Tap, 8 inch; Sewer Bulkhead, 30 inch; Sewer Tap, 10 inch and Sewer Tap, 8 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

The plans indicated that guardrail departing terminals were required in three locations. The engineer determined that they should actually be approach terminals. The engineer directed the contractor to install the approach terminals. This item will be slightly offset by a \$1,500 reduction of original items when the contract is balanced. The extra cost for Guardrail Approach Terminal, Type 2B was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

The plans indicated that the underdrain would be tied into drainage structures. In two locations this could not be completed due to field conditions. The engineer directed the contractor to install underdrain outlet endings in these locations. The extra cost for Underdrain, Outlet Ending, 6 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

Five water shutoff valves were encountered that needed to be adjusted to match the new grade. The engineer directed the contractor to adjust the shutoffs. The extra cost for Water Shutoff, Adj was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on August 5, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 73.61%; City of Sault Ste. Marie, 26.39%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49783.

OVERRUN

129. Overrun 2008 - 31

Control Section/Job Number: 82023-M00217 MDOT Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: J. Ranck Electric, Inc.
1993 Gover Parkway
Mt. Pleasant, MI 48858

Designed By: MDOT

Engineer's Estimate: \$60,543.35

Description of Project:

Ramp meter equipment removal on various trunkline routes in the city of Detroit, Wayne County.

Administrative Board Approval Date:	August 21, 2007	
Contract Date:	September 6, 2007	
Original Contract Amount:	\$52,854.90	
Total of Overruns/Changes (Approved to Date):	5,285.49	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>24,700.00</u>	+ <u>46.73%</u>
Revised Total	<u>\$82,840.39</u>	+ 56.73%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$58,140.39.

Approval of this overrun will place the authorized status of the contract 56.73% or \$29,985.49 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Ramp Meter Site, Rem	19.000 Ea @ \$1,300.00/Ea	<u>\$24,700.00</u>
Total		<u>\$24,700.00</u>

Reason(s) for Overrun(s):

Additional ramp meters were found that the engineer determined should be removed. The engineer directed the contractor to remove the ramp meters. This caused an overrun in the original bid item Ramp Meter Site, Rem.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its July 31, 2008, meeting and is now recommended for approval by the State Administrative Board on August 5, 2008.

Criticality: This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: State Restricted Trunkline, 100%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48075.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Authorized Signature on File
July 25, 2008

Kirk T. Steudle
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: July 30, 2008 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: August 5, 2008 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

OTHER

1. **Roof project - Mackinac Bridge Authority**

The project is for removing and disposing of the existing shingles and installing a new shingled roof surface. The project will also include new drip edge, ice and water guard, new 30# felt, new collars around roof penetrations, and new ridge vents. The building is owned by the Mackinac Bridge Authority and is leased to the Michigan State Police. The building is located just to the west of the toll facility on I-75 on the north side of the Mackinac Bridge. There will be a 30 year warranty on defects in the shingles and resistance to algae growth.

BIDDERS	LOW BID AMOUNTS
Lindeman Roofing, Inc.	\$26,940.00
Doyle Roofing, Inc.	\$36,000.00
Rainbow Seamless Gutter	\$41,985.00

Criticality: The roof of the building currently leased to the Michigan State Police on the West side of I-75 near the toll facility is leaking and shingles are missing from the roof. The roof is 16 years old and is due for replacement.

Purpose/Business Case: The roof on this building is 16 years old. The project for replacement of the shingles on the roof has been on the 20 year work plan of the Mackinac Bridge Authority. The project is now due for completion and has been budgeted for. The leaking roof and missing shingles were also pointed out during a recent risk review performed by the Bridge Authority's building insurance carrier. The building is owned by the Mackinac Bridge Authority and leased to the Michigan State Police. The Mackinac Bridge Authority wishes to hire the low bid roofing company.

Benefit: Re-roofing this building will repair the leaks and extend the life of the building and roof system for many years.

Funding Source:

The project is funded by 100% Mackinac Bridge toll revenues.

Commitment Level: The price for this work was obtained by gathering three estimates from local roofing companies. The price chosen is the lowest of the three estimates.

Risk Assessment: If this project is not completed, the roof will continue to leak and more shingles will blow off. The leaking will damage the roof system and could cause structural damage. The missing shingles are unsightly.

Cost Reduction: The price for this work was obtained by gathering three estimates from local roofing companies. The price chosen is the lowest of the three estimates.

Selection: The Company chosen for this work was obtained by gathering three estimates from local roofing companies. The company chosen is the lowest of the three estimates.

New Project Identification: Reconstruction.

Zip Code: 49781.

2. **Parking Lot Pavement Project - Mackinac Bridge Authority campus**

The project location is a portion of a maintenance parking lot on the Mackinac Bridge Authority campus. The parking lot is currently used to store sand for winter maintenance and is abutted by several maintenance buildings used to store materials and equipment. The parking lot resurfacing has been on the bridge authority's 20 year plan and is due for completion. The project includes removing and disposing of the existing bituminous surface, grading and compacting the underlying aggregate surface, and paving. There are no warranties associated with this project.

BIDDERS	LOW BID AMOUNTS
Norris Contracting	\$31,962.50
H &D, Inc.	\$32,587.75
Payne and Dolan, Inc.	\$36,900.00

Criticality: The work of this project is for removing the existing bituminous surface of a maintenance parking lot and repaving the parking lot. This parking lot is badly cracked and in need of repair. The project has been on the Mackinac Bridge Authority's 20 year plan and is due for completion.

Purpose/Business Case: The project location is a portion of a maintenance parking lot on the Mackinac Bridge Authority campus. The parking lot is currently used to store sand for winter maintenance and is abutted by several maintenance buildings used to store materials and equipment. The parking lot resurfacing has been on the bridge authority's 20 year plan and is due for completion. The project includes removing and disposing of the existing bituminous surface, grading and compacting the underlying aggregate surface, and paving.

Benefit: The existing bituminous surface is breaking up and could get scraped up when loading the sand into the plow trucks for winter maintenance. A new paved surface will eliminate this risk and make the maintenance lot more usable.

Funding source: 100% Mackinac Bridge Authority toll revenues

Commitment Level: The price for this work was obtained by gathering three bids from local paving companies that are MDOT prequalified. The contractor chosen is the lowest of the three bids.

Risk Assessment: The existing bituminous surface is breaking up and could get scraped up when loading the sand into the plow trucks for winter maintenance. A new paved surface will eliminate this risk and make the maintenance lot more usable.

Cost Reduction: The price for this work was obtained by gathering three bids from local paving companies that are MDOT prequalified. The contractor chosen is the lowest of the three bids.

Selection: Low bid selection

New Project Identification: Reconstruction.

Zip code: 49781

EXTRA

3. Extra 2008 - 131

Control Section/Job Number: 82457-52174 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras. This project also has at least one extra that exceeds the \$250,000 limit for reviewing extras.

Contractor: **WITHDRAWN** Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: Spalding DeDecker Associates, Inc.

Engineer's Estimate:  Ayres, Lewis, Norris & May, Inc.
\$10,335,376.80 **SAB**

Description of Project:

0.74 kilometers of railroad grade separation and concrete pavement reconstruction, drainage improvements, watermain relocations, pump house construction, 2 span steel I beam bridge, and pavement markings on Sheldon Road from 120 meters south of Nantucket to 100 meters north of M-14 overpass in the City of Plymouth, Wayne County.

Administrative Board Approval Date:	November 8, 2006	
Contract Date:	November 20, 2006	
Original Contract Amount:	\$10,170,387.92	
Total of Overruns/Changes (Approved to Date):	195,919.40	+ 1.93%
Total of Extras/Adjustments (Approved to Date):	789,445.92	+ 7.76%
Total of Negative Adjustments (Approved to Date):	0.00	0.00%
THIS REQUEST	<u>1,392,435.00</u>	<u>+ 13.69%</u>
Revised Total	<u>\$12,548,188.24</u>	+ 23.38%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.69% over the original budget for an **Authorized to Date Amount** of \$11,155,753.24.

Approval of this extra will place the authorized status of the contract 23.38% or \$2,377,800.32 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-85	7	\$350,000.00	06/05/07
2007-148	8	\$350,000.00	10/02/07

Contract Modification Number(s): 33

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 33

Project Acceleration	1.000 LS @ \$1,392,435.00/LS	<u>\$1,392,435.00</u>
Total		<u>\$1,392,435.00</u>

Grand Total	<u>\$1,392,435.00</u>
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Reason(s) for Extra(s)/Adjustment(s):

CM 33

The project was originally set up to be completed by November of 2008. Due to various issues, including the discovery of contaminated soil, plan errors, and numerous utility conflicts, the project has been extended until mid 2009. The engineer requested that the contractor determine the additional costs to open the Sheldon Road portion of the project by November 26, 2008 and complete the entire project by June 15, 2009. This extra item will be used to cover the additional costs that the contractor would incur in overtime and expediting the work. These additional costs will be in lieu of paying for the delay costs that could include increased labor and material costs, idle equipment costs, extended use of traffic control devices, and increased supervision and overhead.

The engineer and contractor have worked out a revised progress schedule to accelerate the work and open Sheldon Road by November 26, 2008. As part of this progress schedule they have tied the acceleration payment to tasks and if the tasks are completed on time the associated acceleration payment will be paid. The extra cost for Project Acceleration was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable based on documentation submitted by the contractor and verified by the engineer for their increased costs.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its July 31, 2008, meeting, and are now recommended for approval by the State Administrative Board on August, 5, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 69.95%; Wayne County, 12.56%, State Restricted Trunkline, 17.49%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48170.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Authorized Signature on File
July 30, 2008

Kirk T. Steudle
Director



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

July 10, 2008

Ms. Sherry Bond, Secretary
State Administrative Board
P. O. Box 30026
Lansing, Michigan 48909

Dear Ms Bond:

The Michigan Department of Transportation (MDOT) must obtain State Administrative Board (SAB) approval for contracts in excess of \$25,000 prior to the commencement of work. In cases where MDOT determines emergency action is required, normal procedures cannot be followed prior to beginning work. In accordance with Administrative Guide Procedure 0510.09, Emergency Purchases, a letter describing the emergency and the action taken shall be submitted to notify the SAB, the Civil Service Commission, and other sources, if applicable

In April of this year, MDOT closed the Zilwaukee Bridge to protect the public. During a regular construction project on the bridge, a bearing seat was damaged by MDOT's contractor while attempting to replace the bearings. A repair was proposed, and then MDOT determined that an experienced consultant was needed to evaluate the proposed repair. The evaluation was needed to determine if the proposed repair had sufficient structural capacity and to assure that the proposed repair would not result in any additional damage to the bridge. MDOT could not reopen the bridge without imminent danger to life and property, so the evaluation was determined to be an emergency

MDOT solicited and received three Letters of Interest from consultants with experience in this type of work. After reviewing the Letters of Interest, Janssen & Spaans Engineering, Inc., was selected and a price was negotiated. The MDOT engineer's estimate was \$150,000. Contract 2008-0246 was executed on April 16, 2008, for \$118,519.07.

The consultant's evaluation of the proposed repair resulted in several recommendations for improvement. The design changes are in the process of being incorporated. The Zilwaukee Bridge remains closed currently, but it is expected to be repaired and reopened by Labor Day

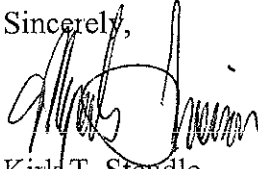
Ms. Sherry Bond, Secretary

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July 10, 2008

Thank you for your consideration of this matter. If you have any questions, please contact either me or Leon Hank, Chief Administrative Officer, at 517-241-2674.

Sincerely,


For Kirk T. Steudle
Director



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

July 9, 2008

Ms. Sherry Bond, Secretary
State Administrative Board
P O. Box 30026
Lansing, Michigan 48909

Dear Ms. Bond:

The Michigan Department of Transportation (MDOT) must obtain State Administrative Board (SAB) approval for all engineering service contract authorizations in excess of \$100,000 prior to the commencement of work. In cases where MDOT determines emergency action is required, normal procedures cannot be followed prior to beginning work. In accordance with Administrative Guide Procedure 0510.09, Emergency Purchases, a letter describing the emergency and the action taken shall be submitted to notify the SAB, the Civil Service Commission, and other sources, if applicable.

On September 10, 2007, MDOT determined emergency services were needed to evaluate the structural integrity of communications towers used for the Michigan Intelligent Transportation System (MITS) within the counties of Oakland, Wayne, Macomb, and St. Clair. The evaluation was to determine if they had sufficient structural capacity for existing and future equipment. During on-going work in the area that day, MITS maintenance staff discovered loose flanges on at least one of the towers and cracks in some tower foundations. MDOT structural staff immediately performed field testing and, subsequently, recommended a full structural analysis for nine towers. It was determined there was imminent danger to life and property if remedial action was not initiated. A consultant was required to accomplish this work.

The consultant work involved an evaluation of the nine towers to ensure structural integrity and included emergency design work required to address pending structural failures. All of the towers are in the vicinity of freeway lanes and are between 160 and 220 feet in height. It was imperative that the full structural analysis be initiated as soon as possible on each tower. The tasks performed on each tower were to determine the load-bearing capacity and the threat of imminent structural failure. Load-bearing capacity involved a determination that each one could continue to support existing equipment and the weight of maintenance staff.

MDOT advertised this project for one week and received one response. MDOT received Federal Highway Administration approval to consider that one response and proceed with the selection. Parsons Brinckerhoff Michigan, Inc., was selected and the price was negotiated. The MDOT engineer's estimate was \$270,000. Contract authorization 2006-0615 (31) was executed on November 1, 2007, for \$216,726.13.

Ms. Sherry Bond, Secretary

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July 9, 2008

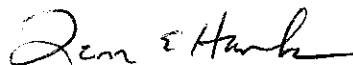
The consultant's structural evaluation determined that four of the communications towers needed to be replaced. The following contract authorizations were executed for the consultant to provide the necessary design services.

<u>Contract & Authorization with Description</u>	<u>Date</u>	<u>Amount</u>
2008-0007 (5) MITS Tower Design for Hub 6, Oakland County	12/20/07	\$66,624.05
2008-0007 (6) MITS Tower Design for Hub 7, Oakland County	01/04/08	\$66,624.05
2008-0007 (18) MITS Tower Design for Hub 2, Oakland County	04/24/08	\$78,759.83
2008-0007 (19) MITS Tower Design for Node 5, Macomb County	04/24/08	\$66,624.05

The above four authorizations did not require SAB approval but are provided to fully disclose how the emergency was managed. All work is expected to be completed this month for September construction lettings.

Thank you for your consideration of this matter. If you have any questions, please contact either me or Leon Hank, Chief Administrative Officer, at 517-241-2674.

Sincerely,



Kirk T. Steudle
Director

Mr. DeBano presented the Transportation and Natural Resources Committee Report for the regular meeting of July 30, 2008. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. DeBano moved that the Report covering the regular meeting held July 30, 2008, be approved and adopted with Items 55 and 114 of the regular Transportation agenda and Item 3 of the supplemental Transportation agenda be withdrawn by the Department of Transportation at the State Administrative Board meeting on August 5, 2008. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. DeBano moved to adjourn the meeting. The motion was supported by Ms. MacDowell and unanimously approved. Mr. Keenan adjourned the meeting.

SECRETARY

CHAIRPERSON